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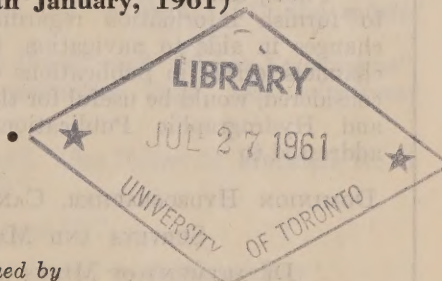
CANADA

1961

SUPPLEMENT No. 2 TO THE 1957 EDITION  
OF THE

# ST. LAWRENCE PILOT

(Corrected to 4th January, 1961)



Issued by

THE CANADIAN HYDROGRAPHIC SERVICE

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This Supplement has been compiled from information received in the Hydrographic Service since the publication in 1957 of the first edition of the St. Lawrence Pilot. All information affecting this pilot, up to and including Notice to Mariners No. 1 of 1961 has been embodied in this supplement.

Issued free of charge to purchasers of, or on request to those already possessing the parent volume.

Pilots, masters or others interested are earnestly requested to furnish information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, errors in publications or other information that, it is considered, would be useful for the correction of Nautical Charts and Hydrographic Publications affecting Canadian waters addressed to

DOMINION HYDROGRAPHER, CANADIAN HYDROGRAPHIC SERVICE  
SURVEYS AND MAPPING BRANCH  
DEPARTMENT OF MINES AND TECHNICAL SURVEYS,  
OTTAWA, CANADA.

## SUPPLEMENT No. 2 TO THE 1957 EDITION OF THE ST. LAWRENCE PILOT

(Corrected to 4th January 1961)

New matter and alterations follow the order of paging of the St. Lawrence Pilot. The pages referred to in this supplement are those of the same volume, except where specifically mentioned otherwise in the text.

**All bearings are true and are given from seaward, unless otherwise stated; where given in degrees they are reckoned clockwise from 000° (North) to 359°.**

**Page xxx.**—Lines 27-28: *Delete* "Canadian National" to "Quebec" and *substitute*: "pilotage offices in Quebec City and Montreal".

Line 29: *For* "Father Point" *read* "Les Escoumains".

Line 47: *Delete* "Father Point, Fame Point" and *substitute*: "Les Escoumains, Seven Islands".

**Page xxxii.**—Line 29: *For* "Father Point (twice)" *read* "Les Escoumains".

**Page xxxiii.**—Line 18: *Delete* "Father Point, 157" and *substitute*: "Les Escoumains, 123".

Line 19: *For* "opposite Father Point" *read* "off Les Escoumains".

Lines 21-22: *Delete* "and quarantine flags" and *substitute*: "flag".

**Page xxxvi.**—*After* line 19 *add*: "See Notice to Mariners No. 1 of the current year for full details".

**Page 6.**—Line 11: *For* "W" *read* "N".

**Page 9.**—Line 17: *For* "Cape Race" *read* "Cape Ray".

**Page 11.**—*After* line 54 *insert*: "See also.—Guidance to Merchant Ships Navigating in the Gulf of St. Lawrence—Winter 1960-61, published by the Marine Operations Branch, Department of Transport."

**Page 36.**—Lines 8-9: *Delete* "It is reported" to end of sentence and *substitute*:—"A draught of 6 feet (1<sup>m</sup>8) may be carried to the east breakwater which has depths of 4 to 8 feet (1<sup>m</sup>2 to 2<sup>m</sup>4) alongside".

Line 22: *For* "123 feet (37<sup>m</sup>5)" *read* "102 feet (31<sup>m</sup>1)".

**Page 38.**—*After* line 26 *add*:—**Buoy.**—"A red light-and-bell-buoy, showing a *flashing red* light, is moored in 8 fathoms (14<sup>m</sup>6) of water, 2½ miles eastward from East Point".



**Page 39.**—Line 43: *For* "30 feet (9<sup>m</sup>1)" *read* "25 feet (7<sup>m</sup>6)".

**Page 40.**—Line 13: *For* "514 feet (156<sup>m</sup>7)" *read* "664 feet (202<sup>m</sup>4)".

*After line 27 add:*—"At the inner end of the wharf, on the south side, is a slipway 173 feet (52<sup>m</sup>7) long and 30 feet (9<sup>m</sup>1) wide. Behind the slipway is a shed containing the engine and hauling plant".

**Page 41.**—Lines 4-6: *Delete and substitute:*—"Buoyage.—A red bell-buoy is moored close eastward of the southeastern extremity of Alright Reef.

A red light-and-bell-buoy, showing a *flashing red* light, is moored on the south side of the 6-fathom (11<sup>m</sup>0) rock eastward of Pearl Reef".

Line 13: *Delete* "At Cap Vert" to end of sentence, and *substitute:* "There are two small wharves on the eastern side of the harbour".

Lines 22-24: *Delete and substitute:* "A bridge crosses the head of House Harbour. The channel under the bridge leads into House Harbour Lagoon. In the lagoon, close eastward of the bridge, are several small wharves and a lobster factory. There are also wharves at Grand Ruisseau and Cape Verte".

Line 27: *Delete* "Grindstone wharf" to "breakwater" in line 29 and *substitute:* "Grindstone wharf, at Cap aux Meules, is about 562 feet (171<sup>m</sup>3) long and 130 feet (39<sup>m</sup>6) wide. Near the inner end, on the north and south sides, and extending outwards from the wharf, are small breakwaters. The northern one is known as the Fishermans breakwater. There is a wooden warehouse at the inner end of the wharf".

Line 34: *For* "Cape Meule" *read* "Cap aux Meules".

Line 46: *For* "Meule Rock" *read* "Meule Roche".

**Page 42.**—Lines 40-42: *Delete and substitute:* "A buoyed channel through the bar, which is rocky, had a depth of 16 feet (4<sup>m</sup>9) in 1956; within the bar is a well-sheltered space, with depths of 10 to 16 feet (3<sup>m</sup>0 to 4<sup>m</sup>9), mud. There is a detached crib on the western side of the entrance channel, close southeastward of Cape Gridley, and two on the eastern side of the channel.

The Maritime Packers wharf lies about three-quarters of a cable southward of Cape Gridley. Leslie wharf, situated on a point on the western side of the harbour is 260 feet (79<sup>m</sup>2) long and has a depth of 5 to 10 feet (1<sup>m</sup>5 to 3<sup>m</sup>0) at its face. About 1½ cables southwestward of Leslie wharf is a Government landing wharf 198 feet (60<sup>m</sup>4) long. Behind the wharf is a large fish plant.

On the northern shore of the harbour are three small fishing wharves.

Commercial wharf, three-quarters of a cable in length, is situated on the northern side of the peninsula, which forms the northern side of the harbour, about a cable westward of Shea Point".

**Page 43.**—Lines 2-3: *Delete and substitute:* "Twelve conspicuous oil tanks, painted red, are situated close southward of the inner end of Commercial wharf".

**Light-buoy.**—A red light-buoy, showing a *flashing red* light, moored about  $1\frac{1}{2}$  cables southeastward of the end of Leslie wharf, marks the north side of the outer end of the channel leading toward the wharf".

Line 33: *For* "slowing" *read* "showing".

**Page 44.**—Lines 22-23: *Delete.*

Lines 39-41: *Delete* "is a detached breakwater" to end of sentence and *substitute:*—"is a breakwater, 360 feet (109<sup>m</sup>7) in length, with a depth of 7 feet (2<sup>m</sup>1) at the head. The breakwater extends in a southeasterly direction from shore and affords protection to the fishing fleet".

**Page 45.**—Lines 14-16: *Delete and substitute:*—"Light-and-whistle-buoy.—A black light-and-whistle-buoy, showing a *flashing white* light, is moored in 18 fathoms (32<sup>m</sup>9), 5 cables southwestward of Deadman Island".

Line 36: *Delete* "375 feet" to end of sentence and *substitute:*—"584 feet (178<sup>m</sup>0) in length, with a depth of 6 feet (1<sup>m</sup>8) along the outer face".

*After* line 45 *add:* "**Bell-buoy.**—A black bell-buoy, marked "Etang du Nord", is moored about 9 cables southwestward of the breakwater at Etang du Nord."

**Page 46.**—Line 27: *For* "262 feet (79<sup>m</sup>9)" *read* "151 feet (46<sup>m</sup>0)".

*After* line 28 *add:*—"A slipway for small craft, is situated close southward from the wharf".

*After* line 37 *add:* "On the eastern side of Cap du Dauphin is a breakwater-wharf 200 feet (61<sup>m</sup>0) long and 20 feet (6<sup>m</sup>1) wide."

**Page 55.**—*After* line 34 *add:* "The Government wharf at Blanc Sablon is 936 feet (285<sup>m</sup>3) long, with a width of 40 feet (12<sup>m</sup>2). There is a depth of 25 $\frac{1}{2}$  feet (7<sup>m</sup>7) at the outer end."

**Page 64.**—Lines 40-43: *Delete.*

**Page 65.**—Lines 17-20: *Delete.*

**Page 71.**—*After* line 29 *add:* "**Wharf.**—There is a Government wharf 151 feet (46<sup>m</sup>0) in length along the outer face, with depths of 17 to 20 feet (5<sup>m</sup>2 to 6<sup>m</sup>1) alongside, and a cold storage shed, on Can-nery Island, about 3 cables westward of the northern end of Tickle Island."

**Page 73.**—Line 33: *Delete* "there is a" to "wharf" in line 35, and *substitute:* "there is a U-shaped wharf 251 feet (76<sup>m</sup>5) long at the face, with a least depth of 20 feet (6<sup>m</sup>1). Behind the wharf are a fish plant, freezing plant and seal oil storage tanks."



**Page 75.**—After line 41 add: "On the western shore of the bay, opposite the village, is a T-shaped Government wharf, with a face 76 feet (23<sup>m</sup>2) long, with a depth of 16½ feet (5<sup>m</sup>0) at the face. Close northward of the wharf is a Provincial Government wharf".

Lines 48-49: Delete "masts with white huts at their base" and substitute: "enclosed towers".

**Page 89.**—After line 8 add: "Chart 4475".

Lines 18-20: Delete and substitute: "**Light.**—A light is exhibited, at an elevation of 54 feet (16<sup>m</sup>5) from a red, skeleton tower, with a white daymark having a red diamond in the centre, situated on the south side of Treble Island".

Lines 28-35: Delete and substitute: "**Lights.**—Leading lights are exhibited from the southwest side of **Horse's Back Island**, lying southwestward of Gethsémani Village. The front light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a small white tower; the rear light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from a similar tower, 280 feet (85<sup>m</sup>3), 357° from the front light.

A light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from a skeleton tower, 7 cables southeastward of the leading lights. It serves as an aid for anchoring".

**Page 93.**—Line 31: For "is a freight shed" read "are two freight sheds".

**Page 95.**—Line 2: After "office" add "and a small landing pier".

**Page 96.**—Lines 6-12: Delete and substitute: "Chart 4452B.

**Quetachu and Piashti Bays.**—The entrance to Quetachu Bay lies 8 miles westward of Pontbriand Bay and is entered between **Gull Island** and Loizeau Point, which peninsula separates Quetachu Bay from Piashti Bay.

An area of foul ground, with depths of less than 6 feet (1<sup>m</sup>8) near its outer end, extends about three-quarters of a mile southwestward from Gull Island. **Black Rock**, 2 feet (0<sup>m</sup>6) high, is the highest point of an extensive shoal, lying 5 cables westward from Gull Island; a rock, with less than 6 feet (1<sup>m</sup>8) of water over it, lies 1½ cables southward, and a rocky patch, with a depth of 12 feet (3<sup>m</sup>7) over it, lies 2½ cables northward from Black Rock, respectively.

**Yellow Rock**, 5 feet (1<sup>m</sup>5) high, lying one mile north-northwestward from Gull Island, in line with Saddle Hill bearing 018½°, leads westward of the above dangers into Quetachu Bay.

A wharf, 240 feet (73<sup>m</sup>2) in length, with a depth of 30 feet (9<sup>m</sup>1) alongside, the property of the Spar Mica Mining Corporation, is situated at the southern extremity of a point, 9 cables northward from Gull Island. Mooring buoys are moored northeastward and southwestward, respectively, from the wharf.

**Leading lights.**—Leading lights are shown from masts at the head of Quetachu Bay; the front light is exhibited, at an elevation of 24 feet (11<sup>m</sup>3), from a mast with a white daymark, situated on a rocky islet, close northeastward from the Spar Mica Corporation wharf. The rear light is exhibited, at an elevation of 51 feet (15<sup>m</sup>5), from a similar structure, 1,500 feet (457<sup>m</sup>2) from the front light. The lights, in line bearing 052½°, lead northward of Black Rock and southward of scattered shoals extending from the north shore, to the above wharf in a least depth of 30 feet (9<sup>m</sup>1”).

Line 18: *For* “10 feet (3<sup>m</sup>0)” *read* “13 feet (4<sup>m</sup>0)”.

Line 28: *For* “is shown” *read* “is exhibited, at an elevation of 32 feet (9<sup>m</sup>8)”.

**Page 97.**—Line 45: *For* “foul” *read* “fowl”.

**Page 101.**—Line 49: *Delete* “45 feet” to end of sentence and *substitute*: “54 feet (16<sup>m</sup>5), from a white, octagonal tower on the southern end of Walrus Island”.

**Page 102.**—Line 23: *For* “50 feet (15<sup>m</sup>2) *read* “44 feet (13<sup>m</sup>4)”.

Line 25: *For* “335°” (twice) *read* “339°”.

**Page 103.**—Line 10: *Add* “A black light-buoy, showing a flashing white light, is moored close off the northeastern extremity of Eskimo Island”.

*After* line 52 *add*: “**Light.**—A light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from a lantern on the west side of the freight shed on the Government wharf”.

**Page 104.**—*After* line 22 *add*:—“A black can buoy is moored close southward of Pointe aux Morts in 4½ fathoms (8<sup>m</sup>2) and marks the limit of shoal water extending from the north shore”.

Line 35: *For* “white” *read* “orange”.

**Page 106.**—Line 18: *After* “extend” *add*:—“about”. *For* “southeastern side of Quarry Point” *read* “southern side of Quarry Island”.

**Page 108.**—Lines 10-14: *Delete* and *substitute*: “(61<sup>m</sup>6) at the face. The available depth varies from 15 feet (4<sup>m</sup>6) at the western end to 31 feet (9<sup>m</sup>4) at the eastern end. There is a warehouse close to the wharf”.

Line 15: *Delete* “Fog signal”

Line 19: *For* “white” *read* “fire orange”. *Delete* “A hand” to end of sentence.

Lines 45-46: *Delete* “Two bushes” to end of sentence.

**Page 112.**—Line 22: *Delete* and *substitute*:—“Charts 4430A, 4480”.

Line 23: *For* “East Point” *read* “East Cape”.

Line 34: *For* “East Point” *read* “East Cape”.



**Page 113.**—Line 1: *Delete and substitute:—Charts 4430 A, 4480*".

**Page 115.**—Line 44: *Delete "of 94 feet" to end of sentence and substitute: "96 feet (29<sup>m</sup>3), from an aluminum-coloured skeleton tower with a red lantern, on the western extremity of Southwest Point*".

**Page 120.**—After line 34 *insert:—"Chart 4430A"*.

**Page 121.**—Line 1: *Delete and substitute:—"Chart 4430A"*.  
After line 14 *insert:—"Charts 4457, 4480"*.

**Page 122.**—Line 1: *Delete and substitute:—"Charts 4430A, 4480"*.

Lines 15, 21, 24 and 27: *For "East Point" read "East Cape"*.

**Page 125.**—After line 7 *add: "A conspicuous radio relay tower, fitted with air obstruction lights, is situated on the 1,415-foot (413<sup>m</sup>3) peak, about 1¼ miles southward of Money Point lighthouse"*.

Line 10: *Delete "In 1939" to end of paragraph in line 12.*

Lines 15-27: *Delete and substitute: "Dingwall.—The entrance to the harbour is protected by breakwaters. The channel is subject to rapid silting and, in 1959, there were depths of only 3 feet (0<sup>m</sup>9) in the entrance channel. A disused gypsum plant and pier is situated on the north side of the harbour. The Dingwall Fish Co. has a large plant and wharf on the south side of the harbour, with a reported depth of 20 feet (6<sup>m</sup>1) alongside. There are several other small wharves, with depths of about 10 feet (3<sup>m</sup>0) alongside. The harbour affords good shelter in all winds, but cannot be entered in easterly gales."*

Lines 32-35: *Delete and substitute: "Buoyage.—A black and white light-and-bell-buoy, showing a flashing white light, is moored about 8½ cables east northeastward of the northern breakwater. A black and a red spar buoy are moored off the entrance to the harbour"*.

**Page 126.**—Line 22: *For "4353" read "4363"*.

Line 34: *For "223 feet (68<sup>m</sup>0)" read "205 feet (62<sup>m</sup>5)"*.

**Page 127.**—Line 17: *Delete "has been" to end of sentence and substitute: "had a least depth of 16 feet (4<sup>m</sup>9) in 1958"*.

**Page 130.**—Lines 26-27: *Delete.*

**Page 131.**—Line 41: *After "front light" add: "It is fitted with a radar reflector."*

**Page 133.**—Line 4: *Delete "Considerable" to end of sentence.*

Lines 28-30: *Delete "There is a Government" to "maintained" in line 30 and add: "It is in a state of disrepair"*.

Lines 31-38: *Delete and substitute: "Bridge.—A highway bridge crosses the south end of Little Bras D'Or with a clearance of 21 feet (6<sup>m</sup>4). Close northward of the bridge are the piers of a former swing bridge."*

Lines 39-40: *Delete.*



**Page 134.**—After line 5 *add*: “It is fitted with a radar reflector.”  
 Lines 9, 19, and 22: *For* “Edward Point” *read* “Point Edward”.

After line 25 *add*: “This area is divided into two administrative districts; the one north of a line between Battery Point and Amelia Point being known as International Pier District, and that to the south as the Glasgow and Cape Breton Pier District”.

**Page 135.**—Line 30: *For* “Edward Point” *read* “Point Edward”.  
 After line 37 *add*: “It is fitted with a radar reflector”.

**Page 136.**—Line 7: After “Bar” *insert* “It is fitted with a radar reflector”.

After line 15 *add*: “A red light-buoy, showing a *flashing red* light, and fitted with a radar reflector, is moored about  $2\frac{1}{2}$  cables northward of Point Edward”.

Line 17: *For* “*flashing green*” *read* “*quick-flashing white*”.

Line 18: *For* “one cable northwestward” *read* “ $1\frac{1}{2}$  cables south-westward”.

After line 19 *add*: “A black light-buoy, showing a *flashing white* light, is moored 3 cables north-northwestward of Battery Point”.

Lines 20-21: *Delete*.

Line 24: *Delete* “A spar buoy” to end of sentence and *substitute*: “A red and black light-buoy, showing a *flashing white* light, is moored 5 cables south of Shingle Point, and marks a middle ground with a least depth of 9 feet (2<sup>m</sup>7)”.

**Page 137.**—Line 47: *For* “27 feet (8<sup>m</sup>2)” *read* “23 feet (7<sup>m</sup>0)”.

Line 50: *For* “23 feet (7<sup>m</sup>0)” *read* “21 feet (6<sup>m</sup>4)”.

**Page 138.**—Line 10: *For* “26 feet (7<sup>m</sup>9)” *read* “25 feet (7<sup>m</sup>6)”.

Line 15: *For* “31 feet (9<sup>m</sup>4)” *read* “29 feet (8<sup>m</sup>8)”.

Line 22: *For* “Dockyard wharf” *read* “Sydney Engineering Co. wharf”.

Lines 23-24: *For* “400 feet (121<sup>m</sup>9)” *read* “325 feet (99<sup>m</sup>1)”.

Lines 24-29: *Delete* “The Naval Depot” to end of paragraph and *substitute*: “The adjoining Government wharf, 750 feet (228<sup>m</sup>6) long, had depths of 26 to 31 feet (7<sup>m</sup>9 to 9<sup>m</sup>5) along its face but, in 1959, it was reported that the northern 650 feet (198<sup>m</sup>1) was in an advanced state of decay and the berth was silting up. At its southern end, there is a berth 200 feet (61<sup>m</sup>0) long, with a depth of 13 feet (4<sup>m</sup>0). The adjacent Rhodes and Currie wharf (known locally as the Robin Hood wharf) has a 150-foot (45<sup>m</sup>7) berth at the outer face, with depths of 21 to 23 feet (6<sup>m</sup>4 to 7<sup>m</sup>0). The north and south sides of the wharf have depths of 15 to 23 feet (4<sup>m</sup>6 to 7<sup>m</sup>0) for a distance of 75 feet (22<sup>m</sup>9). In 1959, it was reported that the outer and southern faces of the wharf were in ruins.”

Line 30: *Delete*.

Line 32: *Add*: “In 1960, most were in ruins”.

Lines 33-36: *Delete* and *substitute*: “At Point Edward Naval Base, on the west side of South Arm, there is a basin enclosed by a

quay wall 1,075 feet (327<sup>m</sup>7) long, and a jetty 800 feet (243<sup>m</sup>8) long. There is a depth of 31 to 32 feet (9<sup>m</sup>5 to 9<sup>m</sup>8) along the outer face of the jetty, and 27 to 28 feet (8<sup>m</sup>2 to 8<sup>m</sup>5) along the inner. The quay wall has depths of 17 to 20 feet (5<sup>m</sup>2 to 6<sup>m</sup>1) alongside. The Seaward Defence Jetty has a controlling depth of 18½ feet (5<sup>m</sup>6) in a 750-foot (228<sup>m</sup>6) berth, and along the north side for a distance of 300 feet (91<sup>m</sup>4). South of the basin are several smaller wharves and two marine railways."

Line 49: *For* "23 feet (7<sup>m</sup>3 and 7<sup>m</sup>0)" *read* "26 feet (7<sup>m</sup>3 and 7<sup>m</sup>9)".

**Page 139.**—Lines 33-34: *Delete* "courthouse" to "flagstaff".

Line 36: *Delete*.

Line 47: *For* "Hamilton" *read* "St. Elizabeth".

**Page 140.**—Line 44: *Delete* and *substitute*: "There are several small wharves on the southern side and a large fish plant on the inner end of the north wharf. Shoaling has occurred in the harbour (1960) and, until further notice, the limiting depth will be 9½ feet (2<sup>m</sup>8)".

Line 48: *For* "mast" *read* "tower".

*After* line 51 *add*:—"Light.—Fog signal.—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a white tower, situated at the outer end of the north breakwater entrance to Glace Bay Harbour.

A fog signal is sounded from a square building at the foot of the tower".

**Page 141.**—Line 4: *For* "a mile" *read* "2 miles". *Add* "It is fitted with a radar reflector".

*After* line 20 *add*: "Danger area.—A danger area, due to unexploded bombs, with a radius of one mile is centred in Lat. 46° 10' 24" N., Long. 59° 26' 30" W."

Lines 49-52: *Delete* "The ruins" to "southeastern face" and *substitute*: "Close eastward of the above structure is a concrete breakwater 600 feet (182<sup>m</sup>9) long".

**Page 143.**—Line 37: *Delete* and *substitute*: "Buoyage.—A red light-and-bell-buoy, showing a flashing red light, is moored on the southern side of Mad Dick Rock".

Lines 40-43: *Delete*.

**Page 145.**—*After* line 26 *add*: "Shoal.—A depth of 42 feet (12<sup>m</sup>8) was reported, in 1959, to exist 7 miles, 045° from the north-eastern point of Scatari Island".

**Page 147.**—Line 19: *Delete* and *substitute*: "A black light-and-bell-buoy, marked "Louisburg", showing a flashing white light, and fitted with a radar".

Line 22: *For* "northwestward" *read* "southwestward".

**Page 149.**—Lines 2-3: *For* "18 to 23½ feet (5<sup>m</sup>5 to 7<sup>m</sup>2)" *read* "18 to 21 feet (5<sup>m</sup>5 to 6<sup>m</sup>4)".



Line 3: *Add*: "There is an oil fuel pipe line on the wharf".

Line 5: *For* "Louisburg Fisheries Co." *read* "National Sea Products".

Line 43: *Delete* "1,120 in 1951" and *substitute*: "1,314 in 1956".  
*Add*: "It is a port of entry".

Line 48: *Add*: "and at the fish plant".

Lines 49-50: *Delete*.

**Page 150:** Lines 9-10: *Delete*: "There is a radio station".

Line 11: *Delete* and *substitute*: "There is a winter service to St. Pierre".

Line 30: *For* "1936" *read* "1959".

**Page 151.**—*After* line 7 *insert*: "Chart 4374".

Line 26: *Delete*.

**Page 152.**—Line 4: *For* "15 feet (4<sup>m</sup>6)" *read* "17 feet (5<sup>m</sup>2)".

Line 6: *For* "30 feet (9<sup>m</sup>1)" *read* "32 feet (9<sup>m</sup>8)".

*After* line 42 *add*: "**Bell-buoy.**—A red bell-buoy, marked "Cape-lin Cove", is moored 3½ miles, 073° from the above light".

**Page 153.**—Lines 12-13: *For* "600 feet (182<sup>m</sup>9)" *read* "570 feet (173<sup>m</sup>7)".

Line 16: *Add*: "The approach channel is marked by spar buoys".

Line 17: *For* "9 feet (2<sup>m</sup>7)" *read* "10 feet (3<sup>m</sup>0)".

**Page 155.**—Line 5: *Delete* "and Little Bras D'Or".

Line 10: *Delete* "Little Bras D'Or" to end of sentence.

**Page 156.**—*After* line 12 *add*: "**Light-buoy.**—A black and white light-buoy, showing a *flashing white* light, is moored off Point Jane, about 1½ miles south-southwestward of Kelly Point.

**Bridge.**—A bridge and causeway are under construction, crossing Great Bras D'Or close northeastward of Seal Islands. There is a clearance of 119 feet (36<sup>m</sup>3) under the bridge".

**Page 157.**—Lines 46-47: *Delete* "80 feet" to "near it" and *substitute*: "78 feet (23<sup>m</sup>8), from a skeleton mast".

**Page 158.**—Lines 12-13: *Delete* and *substitute*: "**Light-buoy.**—A red and black light-buoy, showing a *flashing white* light, marks the above 21-foot (6<sup>m</sup>4) patch, situated 5 cables southwestward of **Macrae Point**".

Lines 42-46: *Delete*.

**Page 159.**—Line 34: *Add* "and a black light-buoy, showing a *flashing white* light, marks the northern end of the shoal water".

Lines 46-51: *Delete*.

**Page 160.**—Line 4: *Delete* "a steamer" to end of sentence and *substitute*: "a steamer makes two trips daily to Iona".

Line 34: *Delete* "186 feet" to end of sentence and *substitute*: "261 feet (79<sup>m</sup>6) long, with 18 feet (5<sup>m</sup>5) at the outer end".

Lines 47-48: *Delete* and *substitute*: “**Buoys.**—A black spar buoy marks the edge of the shoal northward of Crow Point, and a black light-buoy, showing a *flashing white* light, the shoal northward of Brian Point”.

**Page 161.**—Lines 27-28: *Delete* “the boat” to end of sentence.

Lines 32-34: *Delete* “and two day” to “eastern channel” and *substitute*: “and two leading lights situated at Hazeldale, about  $1\frac{1}{2}$  miles south-southwestward of McIvor Point. The lights in line, bearing  $195\frac{1}{2}^{\circ}$ , lead through the eastern channel.”

Lines 38-40: *Delete* “and two day beacons” to end of paragraph and *substitute*: “and two leading lights situated about 2 cables southward of McIvor Point. The lights in line, bearing  $066^{\circ}$ , lead through the channel.”

Lines 48-52: *Delete* and *substitute*: “**Wharf.**—The wharf of the Little Narrows Gypsum Company is situated three-quarters of a mile northeastward of Little Narrows light; it is three-quarters of a cable in length, and has a least depth of 28 feet ( $8^m5$ ) in the berth 396 feet ( $120^m7$ ) long on the northeast side. The southeast side is not used. There is no fresh water laid on to the wharf.”

**Page 162.**—Line 15: *After* “relied on” *add*: “In 1960, the wharf was in ruins”.

Line 16: *Delete* “There is” to end of sentence.

Lines 25-26: *Delete* “31 feet” to “in height” and *substitute*: “23 feet ( $7^m0$ ), from a skeleton tower”.

**Page 165.**—Lines 33-38: *Delete* “and within” to “maintained” in line 38.

**Page 168.**—Lines 16-20: *Delete* and *substitute*: “**Buoy.**—A black spar buoy is moored at the northern end of Pringle Shoal”.

Lines 36-38: *Delete* “is the” to end of sentence and *substitute*: “are the ruins of a wharf”.

Lines 46-50: *Delete*: “A red spar buoy” to end of sentence.

**Page 169.**—Lines 2-7: *Delete*.

**Page 176.**—*After* line 22 *add*: “The canal is open from 0530 to 2130, six days a week, and is closed to traffic from Saturday night to Monday morning”.

**Page 177.**—Line 38: *For* “27 to 30 feet ( $8^m2$  to  $9^m1$ )” *read* “19 to 30 feet ( $5^m8$  to  $9^m1$ )”.

**Page 178.**—Line 34: *For* “bar” *read* “breakwater, 940 feet ( $286^m5$ ) long”.

**Page 183.**—Line 4: *For* “spar buoy” *read* “light-buoy, showing a *flashing white* light”.

**Page 187.**—Line 3: *For* “50 feet ( $15^m2$ )” *read* “54 feet ( $16^m5$ )” and *for* “40 feet ( $12^m2$ )” *read* “44 feet ( $13^m4$ )”.

Line 30: *For* “Cook Cove” *read* “Cooks Cove”.



**Page 189.**—Line 5: *Delete* and *substitute*: “**Light-buoy.**—A black light-and-whistle-buoy, marked “C. Argos”, and showing a *flashing white* light, is moored”.

**Page 190.**—Line 27: *Delete* “is 420 feet” to end of sentence and *substitute*:—“is 478 feet (145<sup>m</sup>7) long, with a depth of 4 feet (1<sup>m</sup>2) at the outer end”.

Line 32: *For* “A red can” *read* “A black can”.

Lines 38-39: *Delete* and *insert after* line 23.

Line 44: *For* “68 feet (20<sup>m</sup>7)” *read* “64 feet (19<sup>m</sup>5)”.

**Page 191.**—*After* line 13 *add*: “At **Pondville**, about 7 cables northwestward of Rocky Islets, are two breakwaters protecting the entrance to the shallow harbour.”

Lines 38-39: *Delete* “with a depth” to end of sentence and *substitute*: “with an ell end 124 feet (37<sup>m</sup>8) long. There is a depth of 10 to 13 feet (3<sup>m</sup>1 to 4<sup>m</sup>0) at the end of the breakwater”.

**Page 192.**—Lines 26-30: *Delete* and *substitute*: “A dredged channel, with a depth of about 6 feet (1<sup>m</sup>8), leads through the bar across the northern entrance. This channel is protected by a breakwater 355 feet (108<sup>m</sup>2) long. The channel is buoyed”.

**Page 193.**—Line 51: *For* “4 cables southeastward” *read* “3 cables southward”.

**Page 194.**—Line 9: *After* “shoal water” *add*: “marked by a red spar buoy, fitted with a radar reflector”.

Line 46.—*After* “red spar” *add*: “fitted with a radar reflector”.

**Page 196.**—Line 20: *Delete* and *substitute*: “A red and black can buoy is moored about 2 cables southward of Crichton Shoal”.

**Page 198.**—Line 46: *For* “westward” *read* “southwestward”.

**Page 199.**—Line 8: *For* “56 feet (17<sup>m</sup>1)” *read* “54 feet (16<sup>m</sup>5)”.

Line 13: *For* “17-foot (5<sup>m</sup>2)” *read* “18-foot (5<sup>m</sup>5)”.

Line 21: *For* “**Loup Point**” *read* “**Pointe du Loup**”.

**Page 200.**—Line 1: *Delete* and *substitute*: “*Charts* 4308, 4336”.

Line 12: *For* “25 feet (7<sup>m</sup>6)” *read* “22 feet (6<sup>m</sup>7)”.

Line 25: *For* “red” *read* “red and black”.

**Page 201.**—Line 13: *Delete* “281 feet” to end of sentence and *substitute*: “322 feet (98<sup>m</sup>1) long, with an ell end 96 feet (29<sup>m</sup>3) long, with a depth of 12½ feet (3<sup>m</sup>8) at the outer face”.

**Page 205.**—Line 44: *Delete* “is an” to end of sentence and *substitute*: “are two breakwaters. The southern breakwater 330 feet (100<sup>m</sup>6) long, has a depth of 12 feet (3<sup>m</sup>7) alongside the outer section, 100 feet (30<sup>m</sup>5) long”.

**Page 206.**—After line 29 add: “**Pulp mill.**—Nova Scotia Pulp Limited is constructing the Stora Pulp Mill and T-shaped wharf southward of Point Tupper. The wharf is situated at Madden Point. A submerged water pipe line crosses the Gut from the plant to the opposite shore”.

Line 50: *Delete and substitute:* “A light is exhibited, at an elevation of 54 feet (16<sup>m</sup>5), from a pole on Point Tupper”.

**Page 207.**—Line 39: *Delete* “recently rebuilt”.  
Lines 41-44: *Delete*.

**Page 208.**—Line 9: *For* “T” *read* “L”  
Line 10: *Add:* “It is in a state of disrepair”.  
Lines 25-26: *Delete*.

After line 29 add: “A red conical buoy is moored close westward of Dixon Rock”.

Lines 44-51: *Delete*.

**Page 209.**—Lines 15-17: *Delete and substitute:* “Use of the lock is restricted to vessels of not more than 715 feet (218<sup>m</sup>0) in length, and having a draught not greater than 28 feet (8<sup>m</sup>5). Vessels drawing not more than 30 feet (9<sup>m</sup>1) may enter the lock, when conditions are favourable in the opinion of the Canal Superintendent.

Vessels enter the lock on the *green* lock signal, or on instructions from the lockmaster, and shall leave the lock on the lockmaster’s instructions.

Mariners are advised that no licensed pilots are available for navigation in the Strait of Canso or the Canso Canal, but arrangements may be made through the Canso Canal Superintendent for the assistance of unlicensed pilots. The Department accepts no responsibility for the competency of men so employed.

All vessels over 100 feet (30<sup>m</sup>5) in length are required to have two linesmen on the approach wall, to handle ship lines prior to the bow of the vessel passing the near gates. Vessels under 100 feet (30<sup>m</sup>5) in length are required to have two linesmen on the lock wall, to handle ship lines prior to the bow of the vessel passing the middle of the lock.

Departmental linesmen, to assist in handling vessels lines, are not provided. However, on request to the Canal Superintendent of Canso Canal at Port Hastings, Nova Scotia, at least 6 hours prior to the ship’s arrival at the canal, arrangements will be made to have experienced linesmen provided, to assist the vessel, at the vessel’s expense.”

Line 38: *Delete* “43 feet (13<sup>m</sup>1) from a mast” and *substitute:* “53 feet (16<sup>m</sup>2) from a triangular, skeleton tower;”

Line 39: *Delete* “68 feet (20<sup>m</sup>7)” and *substitute:* “80 feet (24<sup>m</sup>4)” and *for* “mast” *read* “tower.”

**Page 210.**—Line 46: After “Emersion Point”, add: “at **Little Judique Ponds**”.



**Page 211.**—Lines 29-33: *Delete* and *substitute*: “A breakwater, in the northern part of the harbour, connects the mainland to the island”.

Lines 41-42: *Delete*.

Line 43: *Delete* “submerged”.

Lines 44-45: *Delete* “594 feet” to end of paragraph and *substitute*: “548 feet (167<sup>m</sup>0) long, with a head 70 feet (21<sup>m</sup>3) long. There is a depth of 12 feet (3<sup>m</sup>7) at the outer end”.

**Page 212.**—Line 25: *For* “fish-curing sheds” *read* “a lobster cannery and freezer” *add*: “There is a 100-foot (30<sup>m</sup>5) extension on the outer end of the wharf”.

Lines 26-27: *Delete*: “ruined” and “the outer end” to end of sentence.

*After* line 31 *add*: “about 2 cables northward of Smith Point is a breakwater 280 feet (85<sup>m</sup>3) long”.

**Page 213.**—Lines 15-17: *Delete* “and is now” to end of paragraph and *substitute*: “and is used by fishermen. The wharves and retaining piers are all in a poor state of repair”.

Line 26: *Delete* “243 feet” to end of sentence and *substitute*: “126 feet (38<sup>m</sup>4) long with an ell end 40 feet (12<sup>m</sup>2) long”.

**Page 214.**—Line 30: *For* “780 feet (237<sup>m</sup>7)” *read* “615 feet (187<sup>m</sup>5)”.

Line 34: *For* “50 feet (15<sup>m</sup>2)” *read* “60 feet (18<sup>m</sup>3)” and *for* “9 feet (2<sup>m</sup>7)” *read* “11 feet (3<sup>m</sup>4)”.

Line 43: *For* “50 feet (15<sup>m</sup>2)” *read* “30 feet (9<sup>m</sup>1)” and *for* “23 feet (7<sup>m</sup>0)” *read* “20 feet (6<sup>m</sup>1)”.

**Page 216.**—*After* line 13 *add*: “**Light.**—A light is exhibited at an elevation of 18 feet (5<sup>m</sup>5), from a red, skeleton steel tower with a white daymark with red diamond in the centre, on the outer end of the wharf at Cribbean Head”.

Line 18: *Delete* “450 feet” to end of sentence and *substitute*: “532 feet (162<sup>m</sup>2) long. A breakwater 134 feet (40<sup>m</sup>8) in length extends in a westerly direction, forming a protective basin, 200 feet (61<sup>m</sup>0) from the outer end of the main wharf”.

Line 22: *For* “15 feet (4<sup>m</sup>6)” *read* “18 feet (5<sup>m</sup>5)”.

Line 23: *For* “wharf” *read* “above breakwater”.

**Page 218.**—Lines 10-12: *Delete* and *substitute*: “**Leading lights.**—Leading lights are shown at Pleasant Bay. The front light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a skeleton tower with a white daymark, at the southeast corner of the main wharf; the rear light is exhibited, at an elevation of 37 feet (11<sup>m</sup>3) from a similar structure, 375 feet (114<sup>m</sup>3) from the front light.

The lights in line, bearing 147°, lead through the entrance channel into harbour”.

Line 14: *For* “110 feet (33<sup>m</sup>5)” *read* “66 feet (20<sup>m</sup>1)”.

Line 48: *For* “55 feet (16<sup>m</sup>8)” *read* “74 feet (22<sup>m</sup>6)”.

Line 49: *For* "square, structure with a red lantern" *read* "octagonal tower with a red lantern, 47 feet (14<sup>m</sup>3) in height".

**Page 219.**—Lines 16-18: *Delete* "The ruins" to "this wharf" in line 18.

Line 36: *Delete* "A red steel, conical buoy" and *substitute*: "A red light-buoy, showing a *flashing red light*".

Line 48: *For* "conical buoy" *read* "light-buoy".

**Page 220.**—Lines 2-4: *Delete*.

Line 14: *For* "7 feet (2<sup>m</sup>1)" *read* "9 feet (2<sup>m</sup>7)".

Line 16: *For* "7 feet (2<sup>m</sup>1)" *read* "12 feet (3<sup>m</sup>7)".

**Page 221.**—Lines 15-20: *Delete* "This is" to "houses" in line 20.

**Page 222.**—Line 3: *Delete* "150 feet" to end of sentence and *substitute*: "293 feet (89<sup>m</sup>3) long, extending to a depth of 6 feet (1<sup>m</sup>8)".

Lines 9-11: *Delete* "is separated" to end of paragraph and *substitute*: "is connected to the sea by a channel 40 feet (12<sup>m</sup>2) wide, lying between two parallel piers. A draught of 3 feet (0<sup>m</sup>9) may be carried into the harbour".

Line 18: *For* "286 feet (87<sup>m</sup>2)" *read* "271 feet (82<sup>m</sup>6)".

Line 38: *Delete* "135 feet (41<sup>m</sup>1)" and *substitute*: "with a face 78 feet (23<sup>m</sup>8)".

Lines 39-40: *Delete* "The wharf" to "(1954)".

Lines 41-42: *Delete*.

**Page 223.**—Line 4: *Delete* "but the" to end of sentence.

**Page 224.**—Line 14: *Add* "The channel is subject to rapid silting".

*After line 14 add*: "**Light.—Bell-buoy.**—A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a red, skeleton tower on the outer end of the south breakwater at Basin Head Harbour.

A black and white bell-buoy is moored 6 cables southeastward of the harbour entrance".

*After line 42 add*: "Lights are exhibited, at elevations of 15 feet (4<sup>m</sup>6), from the northwest and southwest corners, respectively, of the warehouse on the Government wharf".

**Page 225.**—Line 4: *For* "200 feet (61<sup>m</sup>0)" *read* "300 feet (91<sup>m</sup>4)".

Line 8: *Add*: "Matthew and McLeans wharf, on the inner end of which is the plant of".

Line 9: *Delete* "wharf".

*After line 15 add*: "A small boat wharf, having an outer face 60 feet (18<sup>m</sup>3) in length, with a depth of 10 feet (3<sup>m</sup>0) alongside, is situated on the northern side of the breakwater near its inner end".

Line 41: *For* "10 feet (3<sup>m</sup>0)" *read* "one to 4 feet (0<sup>m</sup>3 to 1<sup>m</sup>2)".

**Page 226.**—Lines 33-38: *Delete*.

Lines 46-49: *Delete*.

**Page 227.**—Lines 11-12: *Delete* "There is" to end of paragraph and *substitute*: "The entrance to the basin lies between two breakwaters. There is a depth of 3 feet (0<sup>m</sup>9) in the channel and basin."

**Light.**—A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a skeleton tower on the outer end of the north breakwater".

Line 39: *For* "bridge" (twice) *read* "causeway".

Line 43: *For* "bridge" *read* "causeway".

Line 46: *Delete* "has 4 feet" to end of sentence and *substitute*: "is in ruins".

Line 49: *Delete*.

**Page 228.**—Line 12: *Delete* "ferry wharf" and *substitute*: "ruins of the South Cardigan wharf".

Lines 36-38: *Delete* and *substitute*: "There is a wharf 192 feet (58<sup>m</sup>5) long adjoining the highway bridge on the east bank of the Sturgeon River".

**Page 230.**—Lines 14-16: *Delete*.

Line 45: *After* "potatoes" *add* "and pulpwood" and *for* "1951 was 762" *read* "1956 was 754".

Line 50: *For* "101 feet (30<sup>m</sup>8)" *read* "134 feet (40<sup>m</sup>8)".

**Page 231.**—Lines 6-7: *Delete* "Queen's wharf" to end of sentence and *substitute*: "Queen's wharf, eastward of the railway wharf, is 623 feet (189<sup>m</sup>9) long, with a depth of about 10 feet (3<sup>m</sup>0) at the outer end. On the eastern side of the wharf, near the outer end is an extension 151 feet (46<sup>m</sup>0) long".

Lines 13-16: *Delete*.

Lines 19-22: *Delete* "and is one" to "Georgetown" in line 22.

Line 28: *Delete*.

Lines 31-33: *Delete*: "A steamer" to "this wharf" in line 33.

Line 47: *For* "and is about 30 feet (9<sup>m</sup>1) wide" *read* "with a least width of 30 feet (9<sup>m</sup>1)".

Lines 47-48: *Delete*: "The northerly" to end of sentence and *substitute*: "The northern breakwater has a total length of 862 feet (262<sup>m</sup>7) and the southern, 816 feet (248<sup>m</sup>7)".

Line 50: *Delete*: "26 feet" to end of line and *substitute*: "16 feet (4<sup>m</sup>9), from a skeleton tower".

**Page 232.**—*After* line 7 *insert*: "**Breakwater.**—At Cody Point an L-shaped landing wharf extends for 1,184 feet (360<sup>m</sup>9) from the shore. The southern and southeastern sides of the wharf are protected by a breakwater, 806 feet (245<sup>m</sup>6) long."

**Light.**—A light is exhibited, at an elevation of 17 feet (5<sup>m</sup>2), from the outer end of the landing wharf".

Line 26: *After* "Nova Scotia" *add*: "and Newfoundland".

*After* line 29 *add*: "On the opposite side of the river is a Government wharf with a face 483 feet (147<sup>m</sup>2) in length. Alongside the centre portion, 238 feet (72<sup>m</sup>5) long, is a depth of 10 feet (3<sup>m</sup>0). There are three 500-lb. cargo hoists on the wharf".



Line 34: For "50 feet (15<sup>m</sup>2)" read "80 feet (24<sup>m</sup>4)".

Line 37: For "33-foot (10<sup>m</sup>1)" read "37-foot (11<sup>m</sup>3)".

Line 38: For "5½ feet (1<sup>m</sup>7)" read "4 feet (1<sup>m</sup>2)". Delete "Daily connection" to end of sentence.

Lines 50-51: Delete and substitute: "**Light-and-bell-buoy.**—A black and white light-and-bell-buoy, showing a *flashing white* light, is moored off the bar, on the alignment of the leading lights, nearly 2 miles from the front light".

**Page 233.**—Line 5: After "by" add: "light-buoys".

Line 9: For "bell-buoy" read "light-and-bell-buoy".

**Page 234.**—Lines 14, 18 and 36: For "Peter" read "Peters".

Line 44: For "2 feet (0<sup>m</sup>6)" read "5 feet (1<sup>m</sup>5)".

Line 46: Delete "619 feet" to "breakwaters" and substitute: "395 feet (120<sup>m</sup>4) long. Connected to the west breakwater is an extensive series of landing piers. There is a landing pier on the eastern side of the basin. A single lane bridge crosses the two breakwaters".

**Page 235.**—Line 8: For "36 feet (11<sup>m</sup>0)" read "28 feet (8<sup>m</sup>5)".

Lines 17-28: Delete and substitute: "Chart 4425".

The entrance to **St. Peters Bay** lies 14 miles westward from Shipwreck Point. The bay extends in an east-southeasterly direction for about 7 miles from the entrance and has an average depth of 2 to 3 fathoms (3<sup>m</sup>7 to 5<sup>m</sup>5). A sandbar, the outer edge of which lies 3½ cables northward from the harbour entrance, limits the harbour to small vessels drawing less than 6 feet (1<sup>m</sup>8).

A ruined breakwater and wharf, are situated at the western entrance to the harbour; the breakwater is partially covered by sand. On the eastern side of the entrance, two sand fences, 1,500 feet (457<sup>m</sup>2) in length, lie parallel to the shore.

Line 29: For "St. Peter" read "St. Peters".

Line 35: For "St. Peter Bay" read "St. Peters Bay".

Line 43: For "10 to 27 feet (3<sup>m</sup>0 to 8<sup>m</sup>2)" read "8 to 13 feet (2<sup>m</sup>4 to 4<sup>m</sup>0)".

Lines 43-44: Delete "has been" to end of sentence and substitute:—"is narrow and has a least depth of one foot (0<sup>m</sup>3)".

Lines 47-48: Delete.

**Page 236.**—Line 1: Delete and substitute: "Chart 4425, Admiralty chart 2034".

Lines 3-4: Delete "is a Government wharf" to end of sentence and substitute:—"is a small boat harbour. The western breakwater, 595 feet (181<sup>m</sup>4) in length, has an ell-end, 313 feet (95<sup>m</sup>4) long; the eastern breakwater 901 feet (274<sup>m</sup>6) in length, parallels the western breakwater. The entrance between the breakwaters is 95 feet (29<sup>m</sup>0) wide, and there is a uniform depth of 5 feet (1<sup>m</sup>5) within the harbour".

Lines 5-9: Delete and substitute: "**Buoys.**—A black bell-buoy is moored 1.6 miles north of St. Peters front leading light, and a

black and white buoy about 9 cables northward of the same light. The entrance channel is buoyed".

Line 16: *For* "Peter" *read* "Peters". *Delete*: "9 feet" to end of sentence and *substitute*: "4 feet (1<sup>m</sup>2) in the entrance channel".

Line 21: *After* "wall" *add*: "and a sand fence".

Lines 25-32: *Delete* "beach inside" to "outer buoys" in line 32 and *substitute*: "eastern side of the harbour entrance. The front light is exhibited, at an elevation of 24 feet (7<sup>m</sup>3), from a white mast with triangular daymark, near the outer end of the retaining wall; the rear light is exhibited, from a similar structure, at an elevation of 32 feet (9<sup>m</sup>8), 527 feet (160<sup>m</sup>6) southward of the front light. The channel to the wharf is buoyed, but lights and buoys are liable to be moved to suit changing channel conditions."

Lines 35-37: *Delete* "it is an important" to "fishing fleet" and *substitute*: "A small breakwater extends from the eastern side of the entrance".

Line 38: *For* "three-quarters" *read* "one-third".

Line 39: *For* "3 to 5 feet (0<sup>m</sup>9 to 1<sup>m</sup>5)" *read* "5 to 7 feet (1<sup>m</sup>5 to 2<sup>m</sup>1)".

Line 46: *For* "Creek" *read* "Bay".

*After* line 46 *add*: "Wharf.—About 4 cables within the entrance, on the western side is a Government wharf 160 feet (48<sup>m</sup>8) long, with a depth of about 13 feet (4<sup>m</sup>0) at the outer end".

Line 50: *For* "19 feet (5<sup>m</sup>8)" *read* "20 feet (6<sup>m</sup>1)".

**Page 237.**—Line 1: *Delete* and *substitute*: "Chart 4425, Admiralty chart 2034".

Line 3: *For* "25 feet (7<sup>m</sup>6)" *read* 27 feet (8<sup>m</sup>2)".

Lines 6-9: *Delete*.

Lines 14-23: *Delete* and *substitute*: "Covehead Bay is entered between Cape Stanhope and **Cove Head** and is navigable for small craft over most of its extent, but the depth on the outer bar is only 3 feet (0<sup>m</sup>9). A highway bridge, with a clearance of 15 feet (4<sup>m</sup>6), crosses the entrance. Close southward of the bridge, on the eastern side, is a wharf 241 feet (73<sup>m</sup>5) long.

**Lights.**—Leading lights are situated southward of the above wharf, and there is a light on the bridge on the same alignment. Due to frequent changes in the channel, these lights cannot always be followed. Entrance after dark should not be attempted, without local knowledge."

*After* line 23 *insert*: "Chart 4467, Admiralty chart 2034".

Lines 29-30: *For* "South Rustico Harbour," *read* "the south-eastern part of Rustico Bay".

Line 30: *For* "Grand Rustico" *read* "North Rustico".

Line 31: *Delete* "**Robinson (Rustico)**" and *substitute*: "**Rustico**".

Line 32: *For* "Grand" *read* "North".

Lines 35-40: *Delete* "At North Rustico" to "high water" and *substitute*: "At North Rustico Harbour, on the western side of the

entrance to the bay, is a boat harbour. At **North Rustico Village**, about 8 cables westward, are two wharves, with depths of about 3 feet (0<sup>m</sup>9) alongside. About three-quarters of a mile southeastward of the breakwater at North Rustico, behind Rustico Island and on the mainland, is a wharf about a cable long, with a depth of 2 feet (0<sup>m</sup>6) at high water".

Line 39: *For* "Robinson" *read* "Rustico".

Line 48: Before "**Rustico**" insert "**North**".

**Page 238.**—Lines 1-18: *Delete and substitute:* "Chart 4467, Admiralty chart 2034".

**Lights.**—**Fog signal.**—**Buoyage.**—A light is exhibited, at an elevation of 14 feet (4<sup>m</sup>3), from a mast on the outer end of the breakwater at North Rustico.

A light is exhibited, at an elevation of 22 feet (6<sup>m</sup>7), from a mast on the eastern end of the breakwater at the boat harbour in North Rustico.

A light is exhibited, at an elevation of 32 feet (9<sup>m</sup>8), from the beach on the western side of the entrance to North Rustico Harbour.

A fog signal at the light answers vessels' signals.

A red whistle-buoy, marked "Rustico", is moored about 1½ miles northeastward of the main light at North Rustico.

The channel into the harbour is buoyed. The inside channels are marked by stakes".

Lines 36-40: *Delete* "There is" to end of paragraph.

Lines 43-46: *Delete* "16 feet (4<sup>m</sup>9) to (9<sup>m</sup>1)" and *substitute:* "25 feet (9<sup>m</sup>1), from a skeleton tower with white daymark with a red diamond, on the western side of the entrance to New London Bay; the rear light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1)".

**Page 239.**—*Delete and substitute:* "Chart 4467, Admiralty chart 2034".

Lines 6-7: *For* "Grenville Harbour" *read* "New London Bay".

*After* line 12 *insert:* "Admiralty chart 2034".

Lines 18-20: *Delete* "are two wharves" to end of sentence and *substitute:*—"on either side is a ruined wharf; the north wharf is 1¼ cables long and the southern wharf nearly 2 cables in length".

Line 21: *After* "has a" *insert:*—"disused".

Line 23: *For* "dredged" *read* "narrow".

Line 38: *For* "Roman Catholic" *read* "United".

Lines 40-41: *Delete* "is a wharf" to end of paragraph and *substitute:*—"is a small boat harbour, formed by two wharves and a mudbank: the wharves are 179 and 297 feet (54<sup>m</sup>6 and 90<sup>m</sup>5) long, respectively. A channel with a least depth of 2 feet (0<sup>m</sup>6) leads to the westernmost wharf".

Lines 46-51: *Delete and substitute:*—"Entrance channels.—The main channel to Malpeque Bay lies between the eastern end of **Fish Island (Billhook Island)**, and Cape Aylesbury. The channel is buoyed and leads westward from Malpeque bell-buoy parallel to



the coast, to a position  $7\frac{1}{2}$  cables eastward of the Fish Island front range light; thence, southward between Fish Island and **Royalty Point**. The deepest part of the channel lies off the southeast shore of Fish Island".

**Page 240.**—Lines 2-5: *Delete* "The bar at the entrance" to end of sentence and *substitute*:—"The bar at the entrance to Malpeque Bay, extends in an easterly direction from Fish Island for about two miles, thence, southward towards the coast eastwards from Cape Aylesbury. A least depth of 9 feet (2<sup>m</sup>7) may be carried through the buoyed channel to a position abreast Darnley Point front light".

Line 11: *For* "63°40'W". *read* "63°39'W".

Lines 11-12: *For* "40 feet (12<sup>m</sup>2)" *read* "38 feet (11<sup>m</sup>6)".

Line 14: *For* "65 feet (19<sup>m</sup>8)" *read* "67 feet (20<sup>m</sup>4)".

*For* "1 $\frac{3}{4}$  cables" *read* "2 $\frac{3}{4}$  cables".

Line 15: *For* "232°" *read* "233°".

Lines 15-16: *Delete* "lead up to" to end of sentence and *substitute*:—"lead over the bar to a position northeastward of Cape Aylesbury".

Line 18: *For* "50 feet (15<sup>m</sup>2)" *read* "52 feet (15<sup>m</sup>8)".

Line 20: *For* "over" *read* "inside".

*For* "18 feet (5<sup>m</sup>5)" *read* "26 feet (7<sup>m</sup>9)".

Line 21: *For* "3 $\frac{1}{2}$  cables" *read* "3 cables".

Line 22: *For* "098°" *read* "099°". *For* "278°" *read* "279°".

*For* "over" *read* "inside".

Lines 23-27: *Delete* and *substitute*:—"Leading lights are shown from the southeastern end of Fish Island. The front light is exhibited, at an elevation of 22 feet (6<sup>m</sup>7), from a lantern on a pole; the rear light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from a similar structure, 040°, 100 yards (91<sup>m</sup>4) from the front light. The lights in line, astern, bearing 040°, lead into the inner harbour".

Line 29: *For* "15 feet (4<sup>m</sup>6)" *read* "39 feet (11<sup>m</sup>9)".

Line 30: *For* "46 feet (14<sup>m</sup>0)" *read* "56 feet (17<sup>m</sup>1)".

Line 31: *For* "1 $\frac{1}{2}$  cables, 245°" *read* "280 feet (85<sup>m</sup>3), 187°".

Line 35: *Delete* "A bell-buoy" to "vertical stripes" and *substitute*:—"A red bell-buoy, marked "Malpeque" in black letters".

Line 36: *For* "3 $\frac{1}{2}$  miles" *read* "4 miles".

Line 37: *For* "a black can buoy marks" *read* "a black can buoy and a red conical buoy mark".

Line 39: *For* "two red conical buoys are moored" *read* "a red conical buoy is moored".

Line 40: *For* "wooden cask" *read* "can".

Line 43: *For* "wooden cask" *read* "can". *For* "Royalty Sand" *read* "shoal water extending westward from Royalty Point".

Line 44: *For* "wooden cask" *read* "can". *Delete* "marks the east extremity of" and *substitute*:—"is moored on the south side of".

Lines 44-46: *Delete* "two black spar buoys" to end of sentence and *substitute*:—"a black spar buoy is moored off the northwest point of **Grover (Ram) Island**".

Lines 46-47: *Delete* "The channel" to end of sentence.

**Page 241.**—Line 14: *For* "light structures" *read* "Darnley Point range".

Line 15: *For* "232°" *read* "233°".

Line 16: *For* "black can buoy" *read* "channel buoys".

Line 17: *For* "278°" *read* "279°".

Line 18: *Delete* "black can buoy and".

Line 19: *For* "Long. 63°39' W". *read* "Long. 63°40' W".

Lines 19-23: *Delete* "and southward" to end of paragraph and *substitute*:—"From a position about 8 cables from the front light, alter course to 243°, passing eastward of the red conical buoy off Fish Island and between the two black can buoys, moored north-eastward from Royalty Point; thence, as requisite to enter the channels leading northward or southward of Horseshoe Shoals".

Line 24: *For* "254°" *read* "243°".

Line 25: *For* "039°" *read* "040°".

Line 28: *For* "5 feet (1<sup>m</sup>5)" *read* "4 feet (1<sup>m</sup>2)".

Line 30: *After* "its eastern side" *add*:—"A road bridge, with an overhead clearance of 4 feet (1<sup>m</sup>2), spans the creek at its entrance into Darnley Basin".

Line 33: *For* "Royalty Sand" *read* "Royalty Point".

**Page 242.**—Line 19: *For* "1 $\frac{1}{4}$  miles seaward" *read* "one mile seaward".

Line 20: *For* "10 feet (3<sup>m</sup>0)" *read* "8 feet (2<sup>m</sup>4)". *Delete* "very".

Line 23: *For* "10 feet (3<sup>m</sup>0)" *read* "8 feet (2<sup>m</sup>4)".

Line 35: *Delete*.

Line 36: *For* "48 feet (14<sup>m</sup>6)" *read* "45 feet (13<sup>m</sup>7)".

Lines 39-40: *For* "1 $\frac{1}{2}$  miles northward" *read* "one mile north-westward".

Lines 40-41: *Delete*: "at elevations" to "masts".

Line 43: *Delete*: "at Northport" and *substitute*:—"close southward of Alberton".

Line 44: *For* "31 feet (9<sup>m</sup>4)" *read* "35 feet 10<sup>m</sup>7)".

Line 45: *For* "nearly" *read* "about".

Line 46: *For* "42 feet (12<sup>m</sup>8)" *read* "52 feet (15<sup>m</sup>8)".

Line 47: *For* "250°" *read* "248°".

Line 50: *Delete* "bell-buoy" and *substitute*: "light-and-bell-buoy, showing a flashing red light".

Lines 51-52: *Delete* "the channel is marked" to "inside the bar" and *substitute*:—"the channel over the outer bar is marked by two red and two black buoys".

**Page 243.**—Line 1: *Delete* "another similar pair south of **Kildare Point**" and *substitute*:—"a red conical and a black can buoy mark the channel eastward of **Kildare Point**".

Lines 2-5: *Delete* "**Rock Bar**" to "north of Savage Island" and *substitute*:—"Inside the harbour, the channel is marked by a black can buoy, moored northward of Cascumpeque light and westward of **Rock Bar**, and a black spherical buoy, lying 4 cables northeastward from the front Inner range light; a red spar buoy, marks the western entrance to **Wells Gully** at the mouth of the **Kildare River**".

Lines 19-20: *Delete* "extends" to "mud flats" and *substitute*:—"is 430 feet (131<sup>m</sup>1) long".

Line 21: *For* "122 feet (37<sup>m</sup>2)" *read* "126 feet (38<sup>m</sup>4)". *For* "10½ to 11 feet (3<sup>m</sup>2 to 3<sup>m</sup>4)" *read* "8 to 10 feet (2<sup>m</sup>4 to 3<sup>m</sup>0)".

Line 22: *For* "1935" *read* "1957". *For* "360 feet (109<sup>m</sup>7)" *read* "180 feet (54<sup>m</sup>9)".

Line 23: *Delete* "a depth" to "at the inner" and *substitute*:—"a least depth of 3 feet (0<sup>m</sup>9)".

Line 24: *For* "5 feet (1<sup>m</sup>5)" *read* "4 feet (1<sup>m</sup>2)".

Lines 25-26: *Delete* "with a depth of about 5 feet (1<sup>m</sup>5) alongside" and *substitute*:—"with least depths of 5 feet (1<sup>m</sup>5), at the outer end and 2 feet (0<sup>m</sup>6) at the inner end of the berth on the northern side".

Line 26: *After* "on the wharf" *insert*:—"A breakwater, 450 feet (137<sup>m</sup>2) in length, with an ell end 64 feet (19<sup>m</sup>5) long, lies parallel to, and 130 feet (39<sup>m</sup>6) eastward of Queen's wharf".

Lines 27-28: *Delete* "half a cable" to end of paragraph and *substitute*:—"241 feet (73<sup>m</sup>5) in length and 30 feet (9<sup>m</sup>1) wide at the outer face, with a depth of 4 feet (1<sup>m</sup>2) alongside".

*After* line 43 *add*: "In 1960, about 150 feet (45<sup>m</sup>7) of the inner end of the southern breakwater was destroyed by fire".

**Page 247.**—Lines 22-23 *Delete* "a steamer" to end of sentence.

Line 28: *For* "pier" *read* "breakwater".

Line 29: *Delete* "and affords" to end of sentence, and *substitute*:

"A rock pile, near the surface at low water, lies about 12 feet (3<sup>m</sup>7) off the outer end of the wharf and should be avoided. A landing stage, 105 feet (32<sup>m</sup>0) in length, is situated on the eastern side of the breakwater, with depths of from 4 to 6 feet (1<sup>m</sup>2 to 1<sup>m</sup>8) alongside. A second breakwater, enclosing the harbour from the southward, extends 280 feet (85<sup>m</sup>3) from shore in a westerly direction, about three-quarters of a cable southeastward from the above breakwater".

Lines 31-32: *Delete* "At the village" to end of sentence.

Lines 38-40: *Delete* "The entrance to the brook" to end of paragraph and *substitute*:—"The entrance to the brook is contained between two breakwaters, lying 60 feet (18<sup>m</sup>3) apart. The east breakwater, 635 feet (193<sup>m</sup>6) in length, has an ell end 150 feet (45<sup>m</sup>7) long; the west breakwater is 300 feet (91<sup>m</sup>4) in length. **Lismore Wharf**, a continuation of the east breakwater, with a depth of one foot (0<sup>m</sup>3) alongside, is 390 feet (118<sup>m</sup>9) in length and contains a fish curing and



freezing plant. In 1957, the entrance channel 50 feet (15<sup>m</sup>2) wide, was dredged to a least depth of one foot (0<sup>m</sup>3) between piers".

**Page 250.**—Lines 9-16: *Delete*.

Lines 19-21: *Delete* "and is important" to "vicinity" and for "a sandy spit" *read* "Pictou Bar Spit".

Lines 32-33: *Delete* "The town" to "**Point**".

Lines 36: *Delete* and *substitute*: "The population, in 1956, was 4,564".

Line 38: *For* "22 feet (6<sup>m</sup>7) in 1954" *read* "20 feet (6<sup>m</sup>1) in 1959".

Line 42: *For* "50 feet (15<sup>m</sup>2)" *read* "60 feet (18<sup>m</sup>3)".

Line 44: *For* "the sandy spit" *read* "Pictou Bar Spit".

Lines 45-47: *Delete* "Another light" to end of sentence.

Lines 48-50: *Delete* and *substitute*: "A light is exhibited, at an elevation of 97 feet (29<sup>m</sup>6), from a skeleton tower, with a white day-mark with a red diamond, situated close westward of Battery Point. Pictou Bar light and the above light in line, bearing 249<sup>3</sup>/<sub>4</sub>°, lead through the channel seaward of the bar".

**Page 251.**—Line 4: *For* "38 feet (11<sup>m</sup>6)" *read* "28 feet (8<sup>m</sup>5)".

Line 5: *For* "65 feet (19<sup>m</sup>8)" *read* "28 feet (8<sup>m</sup>5)".

Line 8: *Delete* "Bar and Customhouse" and *substitute*: "outer range".

Lines 18-19: *Delete* "about" to "light" and *substitute*: "south-westward of Town Point".

Line 33: *For* "A new pier 'C'" *read* "Pier 'D'".

Line 35: *After* "on pier 'C'" *add* "All the foregoing wharves and equipment have been destroyed by fire, and only the ruins remain (1960)".

Lines 35-36: *Delete* "The outer end" to end of sentence, and *substitute*: "Pier 'C', 170 feet (51<sup>m</sup>8) long, with a freight shed on it, extends from the inshore end of Pier 'D'".

Line 48: *For* "the ferry" *read* "a passenger ferry".

**Page 252.**—Lines 9-11: *Delete* "There is" to "24 hours".

Lines 17-20: *Delete* and *substitute*: "There is steamer communication with the Magdalen Islands, via Charlottetown, once a week".

Line 22: *Delete*: "and between Town and **Christie Points**".

Lines 27-29: *Delete*: "Customhouse" to "249°" and *substitute*: "light-structures on Pictou Bar Spit and Battery Point, or their lights at night, in line bearing 249<sup>3</sup>/<sub>4</sub>°".

Lines 49-50: *Delete*: "there is" to "ruins" and *substitute*: "are the ruins of a wharf".

**Page 253.**—Lines 2-4: *Delete*: "At Trenton" to "of the river," and *substitute*: "At **Green's Point**, about 1½ cables northeastward of Stonehouse Point, is an L-shaped Government wharf 68 feet (20<sup>m</sup>7) long, with a length of 40 feet (12<sup>m</sup>2) at the face, and a depth of 4 feet (1<sup>m</sup>2) alongside the face. At Trenton".

Line 11: *Delete*: "in 1951 was 9,933" and *substitute*: "1956 was 9,998".

Lines 43-46: *Delete*.

**Page 254.**—After line 15 *add*: "A detached breakwater is situated about 3 cables southward of Seal Point".

**Page 255.**—Line 39: *For* "1954 a depth of 11 feet (3<sup>m</sup>4)" *read* "1959 a depth of 15 feet (4<sup>m</sup>6)".

**Page 256.**—Lines 6-11: *Delete* "The timber" to end of paragraph and *substitute*: "The ferry wharf is about 300 feet (91<sup>m</sup>4) long. Extending from the outer end are two guide walls. The west guide wall is about 300 feet (91<sup>m</sup>4) long and the east about 190 feet (57<sup>m</sup>9). There are two dolphins in line with the east wall. There is a depth of 15 feet (4<sup>m</sup>6) in the ferry berth".

Lines 13-14: *Delete*.

Lines 16-20: *Delete*.

Lines 31-33: *Delete* "and at least" to end of sentence.

**Page 257.**—Line 4: *For* "11 feet (3<sup>m</sup>4)" *read* "15 feet (4<sup>m</sup>6)".

After line 39 *add*: "At **Skidders Cove**, about 3½ miles eastward of Cape John, is a small boat harbour protected by two breakwaters. Parts of the basin dry at low water".

**Page 258.**—Lines 42-43: *Delete* "46 feet" to "in height" and *substitute*: "39 feet (11<sup>m</sup>9), from a red, skeleton tower".

**Page 259.**—Line 7: *Delete* "landing at the lobster cannery here."

**Page 260.**—Lines 15-16: *For* "150 feet (45<sup>m</sup>7)" *read* "274 feet (83<sup>m</sup>5)".

Line 17: *For* "a large" *read* "the ruins of a large salt".

**Page 262.**—Line 19: *Add*: "There are pulpwood booms on each side of the wharf".

Line 21: *For* "freestone" *read* "pulpwood".

Line 34: *For* "39 feet (11<sup>m</sup>9)" *read* "42 feet (12<sup>m</sup>8)".

**Page 265.**—Lines 12-13: *Delete* "A lumber" to end of sentence and *substitute*: "Salt is loaded from the wharf, and a new salt pier is under construction".

Line 20: *Add*: "There is a large salt mine near the town".

**Page 266.**—Lines 12-13: *Delete* "120 feet" to "wharf" and *substitute*: "133 feet (40<sup>m</sup>5) long, with an L-end 58 feet (17<sup>m</sup>7) long. There is a depth of about 4 feet (1<sup>m</sup>2) alongside. The inner end of the wharf adjoins the highway bridge".

**Page 267.**—Line 15: *After* "far as the" *add* "ruined".

Lines 17-19: *Delete* "is 238 feet" to "facing the channel" and *substitute*: "is in ruins".

**Page 268.**—Line 7: *For* “southwesterly” *read* “southeasterly”.

Line 10: *For* “projection” *read* “Government wharf”.

Line 12: *For* “maximum depth of about 9 feet (2<sup>m</sup>7)” *read* “of about 10 feet (3<sup>m</sup>0)”.

Lines 13-14: *Delete*: “The ferry” to end of sentence.

Lines 18-19: *For* “25 feet (7<sup>m</sup>6) from a pole” *read* “23 feet (7<sup>m</sup>0) from a skeleton tower”.

Line 29: *For* “54 feet (16<sup>m</sup>5)” *read* 72 feet (21<sup>m</sup>9). *Delete* “framework”.

**Page 269.**—Line 26: *For* “Numay Corner” *read* “Numay Corner (Botsford)”.

*After* line 28 *add*: “**Light.**—A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from a red, skeleton tower on the southeast corner of the breakwater at Numay Corner (Botsford)”.

*After* line 33 *add*:—“At **Emily’s Point**, the southern entrance point to **Grant Creek**, which flows into Little Shemogue Harbour, is an L-shaped wharf, 577 feet (175<sup>m</sup>9) in length and 253 feet (77<sup>m</sup>1) wide at the face, with depths alongside from 8 to 9 feet (2<sup>m</sup>4 to 2<sup>m</sup>7)”.

**Page 270.**—*After* line 3 *add*: “**Light.**—A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a red, skeleton tower on the south-east corner of Little Cape breakwater”.

Lines 18-21: *Delete* and *substitute*: “A breakwater, 575 feet (175<sup>m</sup>3) long, with an ell end 184 feet (56<sup>m</sup>1) long, extends eastward from Cape Bald. A Government wharf 344 feet (104<sup>m</sup>9) long lies southward of the outer end of the breakwater, forming a sheltered basin for small craft”.

Lines 27-30: *Delete*.

Line 36: *For* “225 feet (68<sup>m</sup>6)” *read* “280 feet (85<sup>m</sup>3)”.

Line 38: *For* “110 feet (33<sup>m</sup>5)” *read* “158 feet (48<sup>m</sup>2)”.

Line 42: *Add*: “There is a depth of 4 feet (1<sup>m</sup>2) in the harbour”.

*After* line 42 *add*: “**Light.**—A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a red, skeleton tower on the outer end of the east breakwater at Harshmans Brook”.

Lines 46-49: *Delete* “and 42½ feet” to end of paragraph and *substitute*: “with an ell head 345 feet (105<sup>m</sup>2) long. There is a depth of 4½ feet (1<sup>m</sup>3) alongside the inner side of the ell. Leading lights are displayed near the wharf.

There is an L-shaped wharf on the eastern side of the Kouchibouguet River adjacent to the highway bridge.

Leading lights lead over the bar at the mouth of the river.

At **Cape Bimet**, about 2½ miles westward of Cape Boudreau, is an L-shaped Government wharf 653 feet (199<sup>m</sup>0) long, with an ell head 200 feet (61<sup>m</sup>0) in length. In the basin formed by the ell is a depth of about 4½ feet (1<sup>m</sup>3).



**Light.**—A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a red, skeleton tower on the outer end of the wharf at Cape Bimet”.

**Page 271.**—Line 41: *For* “to the” *read* “as far as the ruined”.

Line 31: *For* “2,010 in 1951” *read* “2,173 in 1956”.

Lines 34-37: *Delete* “There is” to “5 feet (1<sup>m</sup>5)” and *substitute*: “The remains of a Government wharf lie 3 cables southwestward of **Milne Point**”.

Lines 41-43: *Delete* “where there” to “in the spring”.

**Page 272.**—Lines 14-16: *Delete*.

Line 30: *For* “24 feet (7<sup>m</sup>3)” *read* “30 feet (9<sup>m</sup>1)”.

Lines 31-32: *For* “39 feet (11<sup>m</sup>9)” *read* “43 feet (13<sup>m</sup>1)”.

Lines 32-33: *For* “on the southwest corner of the wharf” *read* “314 feet (95<sup>m</sup>7), 194° from the front light.”

**Page 273.**—Line 17: *Add*: “now in ruins”.

Line 18: *Delete*.

Line 27: *Delete* “and there is” to end of sentence and *substitute*: “and there is a barrel factory on the wharf”.

Lines 30-31: *Delete* “There is” to end of sentence and *substitute*: “There are two sheds on the wharf”.

Lines 36-39: *Delete*.

Line 46: *Add*: “In 1960, it was in a state of disrepair”.

**Page 274.**—Lines 14-16: *Delete* “by night” to end of paragraph.

Line 27: *For* “200 feet (61<sup>m</sup>0)” *read* “131 feet (39<sup>m</sup>9)”.

Line 28: *Delete* “half”.

*After* line 30 *add*: “**Light.**—A light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a skeleton tower with a white daymark, situated on the southwest corner of the northern pierhead at Caissie Point”.

**Page 275.**—Lines 7-8: *For* “122 feet (37<sup>m</sup>2)” *read* “152 feet (46<sup>m</sup>3)”.

Lines 21-23: *Delete* “175 feet (53<sup>m</sup>3)” to end of paragraph and *substitute*: “650 feet (198<sup>m</sup>1) long, with a face 238 feet (72<sup>m</sup>5) long. The depth at the face is 4 feet (1<sup>m</sup>2). An approach channel leading to the wharf had, in 1957, a least depth of 4 feet (1<sup>m</sup>2)”.

*After* line 23 *add*: “**Light.**—A light is exhibited, at an elevation of 14 feet (4<sup>m</sup>3), from a red skeleton tower on the southeast corner of Comierville (Cocagne Bar) wharf”.

Lines 31-32: *Delete* “31 feet” to “base” and *substitute*: “17 feet (5<sup>m</sup>2), from a red skeleton tower”.

*After* line 39 *insert*: “At **Crossman Point**, the southern entrance point of Buctouche Harbour, is an L-shaped Government wharf, 415 feet (126<sup>m</sup>5) long and 120 feet (36<sup>m</sup>6) long at the face, with a depth of 4 feet (1<sup>m</sup>2) at the outer face.”

**Light.**—A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a red skeleton tower on the northern corner of Crossman Point wharf”.

**Page 276.**—Lines 3-4: *Delete* “37 feet” to “in height” and *substitute*: “36 feet (11<sup>m</sup>0), from a white, square tower with a red lantern”.

Line 12: *For* “1954” *read* “1960” and *for* “12 feet (3<sup>m</sup>7)” *read* “13 feet (4<sup>m</sup>0)”.

Line 18: *Delete* “mill”.

Line 19: *Delete* “of J. D. Irving” to end of sentence and *substitute*: “of the Irving Oil Co., with eight aluminum-coloured oil tanks”.

Line 22: *Delete* “Considerable” to end of sentence.

Lines 26-29: *Delete*.

**Page 277.**—Line 17: *Delete* and *substitute*: “L-shaped breakwater, 410 feet (125<sup>m</sup>0) in length, with an outer face 550 feet (167<sup>m</sup>6) long, enclosing a boat harbour with a depth of about 4 feet (1<sup>m</sup>0)”.

Line 48: *Delete*: “(1953)”.

**Page 279.**—Lines 39-40: *Delete* and *substitute*:—**Leading lights.**—Leading lights are shown at Richibucto. The front light is exhibited, at an elevation of 50 feet (15<sup>m</sup>2), from a skeleton tower with a white daymark, situated at the southwest corner of the basin. The rear light is exhibited, at an elevation of 73 feet (22<sup>m</sup>3), from a similar structure, 935 feet (285<sup>m</sup>0) from the front light. The lights in line, bearing 228°, lead from abreast Fagan Point to the breakwater entrance”.

**Page 280.**—Lines 2-3: *Delete* “has a depth” to “outer end” and *substitute*: “is in ruins”.

*After* line 31 *add*: “**Leading lights.**—Two sets of leading lights, the positions of which are changed to suit the channel, are shown at Black Lands Gully”.

Line 35: *For* “3 feet (0<sup>m</sup>9)” *read* “6 feet (1<sup>m</sup>8)”.

**Page 281.**—*After* line 17 *add*: “**Light.**—A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from a red, skeleton tower on the outer end of Portage River north breakwater”.

Line 24: *For* “(1955)” *read* “(1957)”.

Line 28: *For* “pole” *read* “small tower with a daymark having a red diamond in the centre”.

**Page 282.**—Line 13: *For* “4438” *read* “4483”.

Line 9: *Delete* “28 miles” to end of sentence and *substitute*: “between Cape Bear and Wood Island”.

Lines 26-27: *Delete* “11 feet (1<sup>m</sup>2 to 3<sup>m</sup>4) and *substitute*: “15 feet (1<sup>m</sup>2 to 4<sup>m</sup>6)”.

Lines 28 and 30: *For* “11 feet (3<sup>m</sup>4)” *read* “14 feet (4<sup>m</sup>3)”.

After line 30 add: "Westward of the above wharf is another berth for the ferry".

Line 31: *Delete*: "of irregular shape".

Line 32: *For* "300 feet (91<sup>m</sup>4)" *read* "360 feet (109<sup>m</sup>7)".

Line 33: *For* "4 feet (1<sup>m</sup>2)" *read* "8 feet (2<sup>m</sup>4)".

Lines 49-50: *Delete*.

**Page 283.**—Line 1: *For* "4438" *read* "4483".

Line 4: *Delete*.

Lines 7-14: *Delete*.

**Page 284.**—Lines 16-17: *Delete* "A black" to end of sentence.

**Page 285.**—Lines 6-7: *Delete* "masts" to "of each" and *substitute*: "skeleton towers, with white daymarks having red diamonds in the centre, 1,000 feet (304<sup>m</sup>8) apart,"

Line 9: *For* "26 feet (7<sup>m</sup>9)" *read* "20 feet (6<sup>m</sup>1)"

Lines 9-10: *For* "36 feet (11<sup>m</sup>0)" *read* "42 feet (12<sup>m</sup>8)".

Line 10: *For* "019°" *read* "018 $\frac{1}{2}$ °"

Lines 12-13: *Delete* "masts" to "of each" and *substitute*: "skeleton towers with white daymarks, having a red diamond in the centre".

Line 14: *For* "34 feet (10<sup>m</sup>4)" *read* "44 feet (13<sup>m</sup>4)".

Lines 27-28: *Delete* and *substitute*: "**Wharf.**—On the northern side of Prim Point is a Government wharf 512 feet (156<sup>m</sup>1) long, with a depth of 6 feet (1<sup>m</sup>8) at the outer end. A small breakwater, 85 feet (25<sup>m</sup>9) long, lies 200 feet (61<sup>m</sup>0) northwestward of the outer end of the wharf."

After line 47 add: "**Microwave tower.**—A microwave tower consisting of two wooden poles, 90 feet (27<sup>m</sup>4) high, marked by obstruction lights, is situated on Mount Buchanan, about 6 $\frac{1}{2}$  cables southward of Buchanan Point".

**Page 286.**—Lines 2-3: *Delete* "two-thirds" to "(4<sup>m</sup>3)" and *substitutes*: "in ruins".

Line 7: After "**Vernon Bridge**" insert "where a causeway crosses the river and navigation ceases".

Lines 16-20: *Delete*.

Line 23: *Add*: "In 1960, it was in a state of disrepair".

Line 52: *Delete*: "A pier about 4 $\frac{1}{2}$  cables".

**Page 287.**—Lines 2-8: *Delete*.

**Page 289.**—Lines 16-19: *Delete* and *substitute*: "**York Point** wharf, on the west side of the mouth of the York River, is in ruins. A green spar buoy is moored off the outer end of the ruins".

Line 23: *For* "railway" *read* "road".

Line 28: After "There is a" *add* "ruined".

Lines 30-39: *Delete* "and four wharves" to end of paragraph and *substitute*: "The wharf has a pierhead 30 feet (9<sup>m</sup>1) in length, with a depth of 5 feet (1<sup>m</sup>5) along the face. On the south side of the river, 12 miles from the city, is Cranberry wharf, half a cable long, with 8 feet (2<sup>m</sup>4) at the outer end".



Line 41: *Delete*: "large hotel, and a wharf" and *substitute*: "Provincial Home for the Aged".

Lines 43-52: *Delete* and *substitute*: "**Eliot River** is obstructed by a causeway about 3 miles from its mouth. There is passage through the causeway for small craft".

**Page 290.**—Line 45: *After* "wide," *add*: "There are oil pipe lines on the wharf".

Line 49: *For* "Island Fertilizer" *read* "Texaco Oil".

Lines 50-51. *For* "Bruce Stewart and Company" *read* "Charlottetown Marine Industries".

**Page 291.**—Lines 5-7: *Delete*.

Lines 11-15. *Delete*.

Line 19: *After* "A" *add* "passenger".

**Page 292.**—Lines 21-22: *For* "post office" *read* "Provincial Government offices". *Delete*: "The Market house" to "while".

Line 32: *For* "wooden" *read* "wood and concrete".

Line 34: *For* "1951 was 15,887" *read* "1956 was 16,707".

Line 36: *For* "wharf" *read* "and Texaco wharves".

Line 47: *For* "and Montreal" *read* "and the Magdalen Islands".

**Page 294.**—Line 7: *Delete* and *substitute*: "The abutments of a ruined bridge obstruct the river close eastward of the wharves. The northern approach to the bridge is used as a wharf".

Line 14: *For* "western end of the bridge" *read* "near the northern end of the ruined bridge".

**Page 295.**—*After* line 28 *add*: "A Government wharf 844 feet (257<sup>m</sup>2) long with an L-head 60 feet (18<sup>m</sup>3) long, with a depth of 5 feet (1<sup>m</sup>5) alongside the head, is situated in the northwest corner of the harbour".

**Page 296.**—Lines 37-43: *Delete*: "On the line" to "the harbour" in line 43 and *substitute*: "A depth of 19 feet (5<sup>m</sup>8) can be carried in to the Government wharf".

**Page 297.**—Lines 9-10: *For* "1951, was 6,547" *read* "1956, was 7,242".

Lines 10-11: *Delete*: "flour mill, rolled oats mill".

*After* line 12 *add*: "**Microwave tower.**—A conspicuous microwave tower, 115 feet (35<sup>m</sup>1), painted orange and white and marked by obstruction lights, is situated on top of a building about one cable northeastward of Queen's wharf".

Lines 13-15: *Delete*: "38 feet" to "in height" and *substitute*: "33 feet (10<sup>m</sup>1), from a skeleton frame with a white daymark having a red diamond in the centre".

Line 19: *For* "A red conical buoy, No. 2", *read* "A red conical light-buoy, No. 10, showing a flashing red light".

Line 21: *For* "similar" *read* "red spar".

Line 23: *For* "4½ cables" *read* "3¾ cables".

Line 25: *Delete* "A red conical buoy" to end of sentence.

Line 26: *Delete* "farther eastward".

Line 27: *After* "channel by" *insert*:—"a black can buoy and".

Line 29: *For* "A black stake buoy" *read* "A black spar buoy".

Line 38: *For* "1956" *read* "1960".

**Page 298.**—Lines 41-42: *Delete*.

**Page 299.**—Lines 15-18: *Delete* "a Govern-" to end of paragraph and *substitute*: "an irregular-shaped Government wharf, 504 feet (153<sup>m</sup>6) long; from the end of the wharf a breakwater extends southward for 454 feet (138<sup>m</sup>4). A second breakwater extending westward from the shore for 400 feet (121<sup>m</sup>9) forms an enclosed boat harbour. There is a depth of about 3 feet (0<sup>m</sup>9) in the basin".

Line 24: *Delete*: "masts" to "of each" and *substitute*: "skeleton towers with white daymarks having red diamonds in the centres";

Line 32: *For* "a wharf" *read* "Egmont Bay wharf".

Lines 37-38: *Delete*.

Line 44: *For* "Haldimand River" *read* "Egmont Bay".

**Page 300.**—Lines 10-13: *Delete*: "On the east side" to end of paragraph.

Line 22: *Delete* "seven".

Line 23: *For* "180 feet (54<sup>m</sup>9)" *read* "365 feet (111<sup>m</sup>3)".

Lines 26-27: *Delete*: "about a cable" to end of sentence and *substitute*: "96 feet (29<sup>m</sup>3) long, with a depth of 2½ feet (0<sup>m</sup>8) at the outer end. An abandoned wharf lies westward of the above wharf".

Lines 44-45: *Delete*.

**Page 301.**—Line 24: *For* "Black" *read* "Skinner".

*After* line 26 *insert*:—"At **Howard Cove**, lying 1½ miles north-eastward from Cape Wolfe, two breakwaters, 716 and 307 feet (218<sup>m</sup>2 and 93<sup>m</sup>6) in length, respectively, form a small boat harbour in which there is reported to be 4 feet (1<sup>m</sup>2) of water.

**Leading lights.**—Leading lights are shown at Howard Cove."

Line 30: *For* "4 feet (1<sup>m</sup>2)" *read* "5 feet (1<sup>m</sup>5)".

*After* line 51 *add*: "At Skinner Pond, about 6½ miles northeastward of Miminegash Pond, is a boat basin, the entrance to which is protected by two piers. Extending from the shore northeastward of the piers is a curving breakwater, 640 feet (195<sup>m</sup>1) long. The depth in the basin is about 6 feet (1<sup>m</sup>8), but the least depth between the piers, in 1960, was 2½ feet (0<sup>m</sup>7)".

Line 52: *For* "344" *read* "244".

**Page 303.**—Line 8: *For* "Escuminac Village (Bransfield)" *read* "Lower Escuminac)".

Line 10: *For* "lobster factories" *read* "fish plants".

Lines 11-13: *Delete*: "The Roman Catholic" to "eastward, and"

Line 15: *For* "Escuminac Village" *read* "Lower Escuminac".

Lines 19-25: *Delete*: "Westward of" to end of paragraph and *substitute*: "The west breakwater is 953 feet (290<sup>m</sup>5) long. The entrance, between the breakwaters, is 94 feet (28<sup>m</sup>7) wide, with a least depth in the entrance of 5 feet (1<sup>m</sup>5). There are depths of from 4 to 8 feet (1<sup>m</sup>2 to 2<sup>m</sup>4) in the harbour."

**Light.**—A light is exhibited, at an elevation of 18 feet (5<sup>m</sup>5), from a red skeleton tower with a white daymark having a red diamond in the centre, on the outer end of the east breakwater at Lower Escuminac".

Line 39: *Add*: "with an L-head 238 feet (72<sup>m</sup>5) long".

Line 52: *Add*: "At Lower Escuminac".

**Page 304.**—Line 26: *For* "1955" *read* "1960".

Line 34: *For* "41 feet (12<sup>m</sup>5)" *read* "37 feet (11<sup>m</sup>3)".

Line 52: *For* "1 $\frac{3}{4}$  cables eastward" *read* "about one cable south-eastward".

**Page 305.**—Line 4: *For* "1 $\frac{1}{2}$  cables" *read* "2 cables".

Line 6: *For* "225°" *read* "242 $\frac{1}{2}$ °".

Lines 21-22: *For* "one red spar buoy" *read* "two red spar buoys".

Line 26: *For* "3 $\frac{1}{2}$ " *read* "about 3".

**Page 307.**—Line 4: *Add*: "This wharf is in a state of disrepair and has been abandoned".

Lines 5, 12, 15: *For* "Ile du Vin" *read* "Bay du Vin Island".

Lines 12, 29: *For* "Baie" *read* "Bay".

Lines 12, 13, 41: *For* "Pointe du Quart" *read* "Point au Car".

Line 18: *Add*: "It is in ruins".

Lines 17, 22, 28, 40: *For* "Rivière du Vin" *read* "Bay du Vin River".

Lines 34-36: *Delete*: "On the down" to "along the face".

**Page 308.**—Lines 2, 12: *For* "Ile du Vin" *read* "Bay du Vin Island".

Line 13: *For* "Rivière du Vin" *read* "Bay du Vin River".

Line 16: *For* "Escuminac Village" *read* "Lower Escuminac".

Lines 38-39: *Delete*: "When Nos. 1" to "225°" and *substitute*: "When past the northern black buoy marking Spit Shoal,".

**Page 309.**—Lines 4-5: *Delete*.

Line 8: *For* "Ile du Vin" *read* "Bay du Vin Island".

Lines 45-46: *Delete*: "a wharf" to end of sentence and *substitute*: "an irregular-shaped wharf 974 feet (296<sup>m</sup>9) long, with a face 208 feet (63<sup>m</sup>4) long. The ruins of the outer end of the former wharf extend southward from the inner end of the wharf".

Line 48: *Delete*: "church" to end of sentence and *substitute*: "conspicuous church with an aluminum-coloured spire".

**Page 310.**—Lines 25-26: *For* "Escuminac Village" *read* "Lower Escuminac".



**Page 311.**—Lines 12-14: *Delete*: “The wharf” to end of sentence.

Line 14: *After* “adjoining the” *add* “ruined”.

Line 36: *Delete*: “white mast with shed at base” and *substitute*: “skeleton tower with a white daymark having a red diamond in the centre”.

Line 38: *For* “223°” *read* “042½°”.

Line 42: *Add*: “A ferry to Loggieville plies from the wharf”.

Lines 44-45: *Delete*: “33 feet” to end of sentence and *substitute*: “27 feet (8<sup>m</sup>2), from a skeleton tower with white daymark having a red diamond in the centre”.

Line 46: *For* “40 feet (12<sup>m</sup>2)” *read* “43 feet (13<sup>m</sup>1)”.

Line 47: *For* “553 feet (168<sup>m</sup>6)” *read* “about 2 cables”.

**Page 312.**—Line 2: *After* “Logieville” *insert* “two black spar buoys on the northern side of St. Andrew Bank”.

Line 17: *For* “1951 was 5,223” *read* “1956 was 6,332”.

Lines 20-37: *Delete and substitute*: “**Port facilities.**—The depth in the river close to the principal wharves is from 6 to 7 fathoms (11<sup>m</sup>0 to 12<sup>m</sup>8). The northernmost wharf is the New Brunswick Electric Hydro Commission wharf. It is 861 feet (262<sup>m</sup>4) long. There is a power house on the wharf and a large, white oil storage tank. There is a depth of 21 feet (6<sup>m</sup>1) alongside the wharf. Two cables southward is a wharf with a frontage of 980 feet (298<sup>m</sup>7). The plant of the Chatham Industries Ltd. (Not operating in 1960) is situated at the southern end of the wharf, which has a least depth of 33 feet (10<sup>m</sup>1) alongside. A booming ground lies southward of this wharf, partly enclosed by a pier extending from the wharf. The Town wharf and the Ferry wharf lie next southward, followed by the Loggie, Government and C.N.R. wharves. A wharf, in ruins, lies between the latter wharves. The Miramachi Foundry wharf, 400 feet (121<sup>m</sup>9) long, with a depth of about 15 feet (4<sup>m</sup>6) alongside, is the southernmost wharf.

There is a small marine railway at the Miramachi Foundry”.

Line 45: *For* “1,175 feet (358<sup>m</sup>1)” *read* “795 feet (242<sup>m</sup>4)”.

Lines 46-47: *Delete*.

**Page 313.**—Line 10: *For* “4,248 in 1951” *read* “4,670 in 1956”.

Lines 28-30: *Delete*: “The wharf” to end of sentence.

**Page 314.**—Line 6: *For* “two” *read* “a”.

Lines 6-9: *Delete*: “The lower” to end of sentence.

Lines 12-13: *Delete*: “under the span” to end of sentence.

*After* line 15 *add*: “The highway bridge lies close westward of the railway bridge”.

Line 30: *Add*: “In 1960, it was in a bad state of repair”.

Line 31: *For* “Sinclair” *read* “Fraser”.

**Page 315.**—Line 37: *For* “1½ feet (0<sup>m</sup>5)” *read* “4 feet (1<sup>m</sup>2)”.

*After* line 37 *add*:—“The channel leading to the wharf was dredged to a depth of 4 feet (1<sup>m</sup>2) in 1957”.

*After* line 52 *add*:—“At **Val Comeau**, about 2 miles southward from Tracadie South Gully, there is a Government wharf, 165 feet (50<sup>m</sup>3) in length and 40 feet (12<sup>m</sup>2) wide at the face, with a depth of 4½ feet (1<sup>m</sup>3) alongside”.

**Page 316.**—Lines 23-24: *Delete*: “26 feet” to “band” and *substitute*: “28 feet (8<sup>m</sup>5), from a skeleton tower with a white daymark having a red diamond in the centre”.

Line 46: *Delete* “and sawmill”.

**Page 317.**—Lines 7-8: *Delete*: “It has a frontage” to end of sentence and *substitute*: “In 1960, it was in ruins”.

*After* line 13 *add*: “**Light.**—A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from a red, skeleton tower on the wharf at Little Pokemouche Gully”.

Line 43: *For* “Cove” *read* “Bay”.

**Page 318.**—Lines 3, 13: *For* “Cove” *read* “Bay”.

Line 20: *Delete* and *substitute*: “Chart 4427”.

Line 23: *For* “only admits boats at high water” *read* “had, in 1959, a dredged channel with a depth of 4 feet (1<sup>m</sup>2), leading into Miscou Harbour”.

Line 27: *For* “St. Mary’s” *read* “Ste-Marie-sur-Mer”.

*After* line 21 *add*: “**Light.**—A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a post on the southeast end of the north breakwater at Ste-Marie-sur Mer.”

**Page 319.**—Line 1: *Delete* and *substitute*: “Chart 4427”.

Line 25: *Delete* and *substitute*: “Chart 4427, Admiralty Chart 1715”.

**Page 320.**—Line 1: *Delete* and *substitute*: “Chart 4427, Admiralty Chart 1715”.

**Page 321.**—Lines 5-14: *Delete* and *substitute*: “Harper Point is the southwestern point of Miscou Island and close eastward of it is a Government wharf, with a depth of 6 feet (1<sup>m</sup>8) at the outer end. At **Little Shippigan** on the south side of the harbour, is another Government wharf with depths of from 5 to 7 feet (1<sup>m</sup>5 to 2<sup>m</sup>1) at the outer end.

A ferry plies from this wharf to the wharf eastward of Harper Point”.

Line 24: *For* “three” *read* “two”.

Line 29: *For* “Herring” *read* “Harper”.

Line 47: *Delete*: “There is” to end of sentence and *substitute*: “An irregular-shaped wharf, with a width of 40 feet (12<sup>m</sup>2) at the face, and a depth of 6 feet (1<sup>m</sup>8) alongside the face, is situated near the mouth of the bay”.

**Page 322.**—Lines 25-26: *Delete*: “The mail boat” to end of sentence.

Lines 29-30: *Delete*: “and a similar” to end of sentence and *substitute*: “and a black light-buoy, showing a *flashing white* light, is moored on the alignment of the leading lights at the entrance to Lamek Bay”.

Lines 43-51: *Delete* and *substitute*: “It has a large peat moss plant and four fish plants.

**Wharves.**—**Causeway.**—A Government wharf, 2 cables long, with a face about 200 feet (61<sup>m</sup>0) long, extends east and north from the village. There is a depth of 17½ feet (5<sup>m</sup>3) at the face. The approach to the cold storage shed has a depth of about 8 feet (2<sup>m</sup>4). South wharf, lying half a cable southward of the Government wharf, is 590 feet (179<sup>m</sup>8) long, with an ell head 152 feet (46<sup>m</sup>3) long. Along the north face of the basin thus formed are depths of 9 feet (2<sup>m</sup>7). About 1½ cables southward of the South wharf is a causeway connecting Shippigan Island to the mainland. There is a lift clearance of 45 feet (13<sup>m</sup>7) in the causeway. Near the southern end of the causeway is the ferry wharf, with a movable ramp, 2 cables long with an L shaped pierhead. The depth at the face is 12 feet (3<sup>m</sup>7”).

**Page 323.**—Lines 2-3: *For* “ferry wharf” *read* “causeway”.

Lines 5-7: *Delete*: “The ferry channel” to end of sentence.

Line 12: *For* “one light-buoy” *read* “two light-buoys”.

Lines 20-21: *Delete* “31 feet” to “structure” and *substitute*: “32 feet (9<sup>m</sup>8), from a square, skeleton tower with a red lantern and two white, square daymarks”.

Lines 25-27: *Delete*: “36 feet” to “front light” and *substitute*: “41 feet (12<sup>m</sup>5), from a skeleton tower, 1,425 feet (441<sup>m</sup>9), 154° from the front light”.

Lines 29-35: *Delete* and *substitute*: **Buoys.**—The fairway in Shippigan Channel and Sound is marked by light-buoys and can buoys”.

**Page 324.**—Line 27: *Add*: “In 1960, the wharf was in ruins”.

**Page 325.**—Lines 20-21: *Delete*: “47 feet” to end of sentence and *substitute*: “58 feet (17<sup>m</sup>7), from an aluminum-coloured tower with a red lantern on the northern extreme of Maisonnnette Point.

A light is exhibited, at an elevation of 32 feet (9<sup>m</sup>8), from an aluminum-coloured tower with a red lantern on the outer end of Maisonnnette wharf”.

Lines 22-23: *Delete*.

Line 24: *For* “32 feet (9<sup>m</sup>8)” *read* “31 feet (9<sup>m</sup>5)”.

Line 48: *For* “can buoy” *read* “light-buoy”.

**Page 326.**—Line 12: *Delete* and *substitute*: “Chart 4427”.

Line 21: *After* “church” *add*: “with a green dome”.

Lines 31-33: *Delete* and *substitute*: “breakwater-wharf 1,037



feet (316<sup>m</sup>1) long. There is a depth of 5 to 6 feet (1<sup>m</sup>5 to 1<sup>m</sup>8) alongside the wharf".

Line 37: *Delete*: "used by craft" to "etc.,".

**Page 327.**—Line 1: *Delete* and *substitute*: "Chart 4427".

Lines 7-8: *Delete*: "29 feet" to "in height" and *substitute*: "32 feet (9<sup>m</sup>8), from a mast with a red lantern".

Lines 17-20: *Delete* "and in 1954" to "Bathurst" and *substitute*: "Owing to continuous silting, the depths in the channel from Nipisiguit Bay to Bathurst are subject to change. A buoyed channel 140 feet (42<sup>m</sup>7) wide, is reported to be maintained by dredging to a depth of 15 feet (4<sup>m</sup>6)".

Line 33: *For* "4,453 in 1951" *read* "5,267 in 1956".

Lines 44-45: *Delete* "A conical" to "vertical stripes" and *substitute*: "A red light-buoy, showing a flashing red light".

**Page 328.**—Lines 12-15: *Delete* "In 1949," to "in 1952" and *substitute*: "In 1960, there was reported to be a depth of 17½ feet (5<sup>m</sup>3) at the wharf of the Bathurst Power and Paper Company and at the Government wharf. The Government wharf, on the east side of the river, has an oil pipe line leading to the Irving Oil Co., storage tanks".

**Page 329.**—*Delete* "with a sawmill".

**Page 330.**—Lines 10-11: *Delete* "69 feet" to "in height" and *substitute*: "70 feet (21<sup>m</sup>3), from a steel tower painted aluminum, with a radar reflector on top of the lantern".

Line 13: *Delete* and *substitute*: "Chart 4426, Admiralty chart 1715".

Line 42: *For* "four" *read* "several".

Line 51: *Add*: "There is a biological station at the head of the wharf. A conspicuous cross, illuminated at night, is situated about 7½ cables north-northwestward of the Government wharf".

**Page 331.**—Lines 36-37: *Delete* "All" to end of sentence.

Line 39: *For* "25 feet (7<sup>m</sup>6)" *read* "20 feet (6<sup>m</sup>1)".

Line 41: *Add*: "There is an oil pipe line on the wharf and fresh water and electricity are laid on. Two large, black oil tanks are located on the eastern side of the wharf".

**Page 332.**—Line 2: *After* "wharf" *add* "in ruins".

Lines 11-15: *Delete* and *substitute*: "Leading lights are shown at Chandler. The front light is exhibited, at an elevation of 45 feet (13<sup>m</sup>7), from a red and white skeleton tower having a fire orange diamond-shaped daymark with a black vertical stripe, situated about 2½ cables northwestward of Chandler wharf light; the rear light is exhibited, at an elevation of 62 feet (18<sup>m</sup>9), from a similar structure 605 feet (184<sup>m</sup>4), 320½° from the front light."

Line 19: *For* "50 feet (15<sup>m</sup>2)" *read* "30 feet (9<sup>m</sup>1)".

Line 25: *Delete* and *substitute*: "Chart 4427, Admiralty chart 1715".

Lines 28-30: *Delete* "piers have been built" to "2.5 feet (0<sup>m</sup>7)" and *substitute*:—"breakwaters have been built, forming an enclosed harbour of about 4 acres for the fishing fleet. There are depths of 8 to 10 feet (2<sup>m</sup>4 to 3<sup>m</sup>0) along the western breakwater and depths of 2½ to 3 feet (0<sup>m</sup>7 to 0<sup>m</sup>9) at the entrance to the river. Southward of the river entrance, berths along the eastern breakwater dry at low water".

Lines 37-41: *Delete* "tow" to "pierhead" in line 41 and *substitute*: "a Governmnet wharf 700 feet (213<sup>m</sup>4) long, with a depth of 13 feet (4<sup>m</sup>0) at the outer end. There is a large wooden cross near the inner end of the wharf".

**Page 333.**—Lines 8-9: *Delete* "36 feet" to "8<sup>m</sup>2)" and *substitute*: "38 feet (11<sup>m</sup>6), from a skeleton tower 25 feet (7<sup>m</sup>6)".

Lines 15-17: *Delete* "The" to end of paragraph and *substitute*: "The rear light is exhibited, at an elevation of 37 feet (11<sup>m</sup>3), from a mast 426 feet (129<sup>m</sup>8), 296° from the front light".

Line 20: *Delete* "head of west jetty" and *substitute*: "outer end of wharf".

Line 24: *Delete*.

Line 38: *Delete* "dredged" to end of sentence and *substitute*: "depths of from 10 to 17½ feet (3<sup>m</sup>0 to 5<sup>m</sup>3)".

Line 50: *Delete* "has two sawmills and".

**Page 334.**—Line 20: *Delete* and *substitute*: "Chart 4427".

Line 7: *After* "Point" *add*: "In 1960, it was in a state of disrepair".

*After* line 28 *add*: "A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from a red and white pole on the outer end of Pointe au Loup Marin wharf".

**Page 335.**—Line 1: *Delete* and *substitute*: "Chart 4427".

*After* line 19 *add*: "There are two conspicuous radio towers behind the wharf".

Line 20: *For* "29 feet (8<sup>m</sup>8)" *read* "36 feet (11<sup>m</sup>0)".

Line 21: *For* "mast" *read* "red and white skeleton tower".

Lines 24-25: *Delete* "New Carlisle" to end of sentence.

**Page 336.**—Lines 12-13: *Delete* "Steamers" to end of sentence.

Lines 38-39: *Delete* "steamers" to end of sentence.

**Page 337.**—Line 10: *For* "westward" *read* "eastward".

Lines 11-13: *Delete* "two breakwaters" to (181<sup>m</sup>7)" and *substitute*: "a curving breakwater".

Line 36: *For* "215 feet (65<sup>m</sup>5)" *read* "237 feet (72<sup>m</sup>2)".

Line 37: *Delete* and *substitute*: "2 feet (0<sup>m</sup>6) alongside".

Line 43: *Delete* and *substitute*: "Chart 4427".

**Page 338.**—Lines 13-14: *For* "pole with daymark on top" *read* "skeleton tower".

Lines 8-9: *Delete* "35 feet" to "in height" and *substitute*: "37 feet (11<sup>m</sup>3) from a red lantern on a post".

Line 27: *Delete* "there is" to end of sentence.

Lines 29-30: *Delete* "and has" to end of sentence.

Line 36: *For* "northwest" *read* "northeast".

**Page 339.**—Line 14: *For* "sawmill" *read* "disused sawmill, which is prominent".

Lines 23-25: *Delete* "773 feet" to "(5<sup>m</sup>2 to 7<sup>m</sup>0)" and *substitute*: "756 feet (230<sup>m</sup>5) long and 72 feet (21<sup>m</sup>9) at the outer end. There is a depth of about 12 feet (3<sup>m</sup>7) at the outer end. A spur wharf 125 feet (38<sup>m</sup>1) long extends outwards about half way along the northern side. There is a small marine railway eastward of the wharf".

Lines 33-34: *Delete* "30 feet" to "height" and *substitute*: "32 feet (9<sup>m</sup>8) in height, from a skeleton tower with a red lantern".

**Page 340.**—Line 13: *Add* "It is fitted with a radar reflector".

Line 34: *After* "has" *add* "a large paper mill".

Line 36: *Delete* "preserved salmon" *Add*: "There is a ferry to Miguasha, P.Q."

**Page 341.**—Lines 2-9: *Delete* "The Government" to end of paragraph and *substitute*: "The Government pier, 900 feet (273<sup>m</sup>3) long, is the westernmost in the harbour. There are depths of from 28 to 32 feet (8<sup>m</sup>5 to 9<sup>m</sup>8) alongside both sides of the pier, which is equipped with railroad tracks, electricity and fresh water. Southward of the above pier are the ruins of the Deep Water wharf, and, eastward of it, are the ruins of the Railway wharf".

Line 12: *For* "1955" *read* "1960".

Lines 42-44: *Delete*.

**Page 342.**—Line 49: *For* "mast" *read* "red and white skeleton tower".

**Page 343.**—Line 2: *For* "white, square daymark" *read* "an orange daymark, with a black vertical stripe".

Line 9: *After* "square structure" *insert*:—"with an orange and red daymark".

Line 11: *For* "white" *read* "an orange and red".

Line 21: *For* "occulting" *read* "flashing".

Lines 23-24: *For* "cylindrical light-buoy" *read* "spar buoy".

Line 24: *Delete* "showing a flashing red light".

Line 26: *For* "black spar buoy" *read* "black cylindrical light-buoy, showing a flashing white light".

Lines 53-54: *For* "In 1951 the population was 7,754" *read* "In 1956, the population was 8,389".

*After* line 54 *add*: A bridge is under construction between Campbellton and the north shore.



**Page 344.**—Lines 2-4: *Delete and substitute:* “**Wharves.**—The Deep Water wharf, situated at the northeastern end of the town, had depths of  $22\frac{1}{2}$  feet ( $6^m8$ ) in 1960, alongside its northern side, for a distance of about one cable from its eastern end, and of about 20 feet ( $6^m1$ ) alongside the remainder”.

Lines 7-9: *Delete and substitute:* “Other wharves have depths of from one to 4 feet ( $0^m3$  to  $1^m2$ ) alongside”.

Lines 51-52: *For* “northwestwards for 210 feet ( $64^m0$ )” *read* “westward and southward for 300 feet ( $91^m4$ )”.

**Page 345.**—Lines 2-3: *Delete* “A breakwater” to end of sentence.

**Page 346.**—*After* line 43 *insert:* “A wharf, 564 feet ( $171^m9$ ) long and 30 feet ( $9^m1$ ) wide at the outer face and having depths of from 16 to 19 feet ( $4^m9$  to  $5^m8$ ) in the berth alongside, extends in a southeasterly direction from shore at Percé.

**Light.**—A light is exhibited, at an elevation of 25 feet ( $7^m6$ ), from a white pole with a red lantern, situated on the Government wharf at Percé”.

**Page 347.**—Lines 2-3: *Delete and substitute:* “A light is exhibited at an elevation of 27 feet ( $8^m2$ ), from a pole on the outer end of Percé breakwater.”

Line 6: *Add* “A black light-buoy, showing a *flashing white* light, is moored off the eastern end of Percé Reef”.

Lines 46-47: *Delete.*

**Page 348.**—Line 6: *Delete.*

Line 7: *For* “25 feet ( $7^m6$ )” *read* “27 feet ( $8^m2$ )”.

Line 30: *For* “5 fathoms ( $9^m1$ )” *read* “ $6\frac{1}{2}$  fathoms ( $11^m9$ )”.

Line 31: *For* “ $100^\circ$  from” *read* “eastward of”.

**Page 349.**—Line 18: *For* “Boisbrûlé” *read* “Préval, P.Q.”

Lines 33-35: *Delete* “There is” to end of paragraph.

**Page 350.**—Lines 25-26: *Delete* “167 feet” to end of sentence and *substitute:* “262 feet ( $79^m9$ ) long, with depths of 8 to 11 feet ( $2^m4$  to  $3^m4$ ) alongside the outer 75 feet ( $22^m9$ )”.

Line 23: *Delete* “There are no coves”.

*After* line 24 *add:* “At **Indian Cove**, about  $1\frac{3}{4}$  miles northwestward of Cape Gaspé, is an L-shaped wharf 195 feet ( $59^m4$ ) long and 30 feet ( $9^m1$ ) wide at the face. The depth at the face is 13 feet ( $4^m0$ ). A light is exhibited, at an elevation of 27 feet ( $8^m2$ ), from the outer end of the wharf.”

**Page 351.**—Lines 25-27: *Delete* “190 feet” to end of paragraph and *substitute:* “in ruins”.

*After* line 30 *add:* “**Buoy.**—A red conical buoy is moored  $3\frac{1}{2}$  cables from the above light”.

Lines 31-43: *Delete and substitute:* “**Wharves.**—Three-quarters of a mile eastward of Lourdes Point, on the southern side of the bay,

is a Government pier about 2 cables long and 75 feet (22<sup>m</sup>9) wide, with a depth of 42 feet (12<sup>m</sup>8) at the outer end. In 1960, there was a least depth of 30 feet (9<sup>m</sup>1) in the outer 500 feet (152<sup>m</sup>4) on the north side of the pier, and 40 to 22½ feet (12<sup>m</sup>2 to 6<sup>m</sup>8) for the same distance on the south side. There is a shed, electricity, fuel oil pipes and fresh water on the wharf. From a point on the northern face of the pier, 680 feet (207<sup>m</sup>3) from the pierhead, a spur pier 400 feet (121<sup>m</sup>9) long and 40 feet (12<sup>m</sup>2) wide, extends in a northwesterly direction. There are depths of from 15 to 17 feet (4<sup>m</sup>6 to 5<sup>m</sup>2) alongside the spur pier.

Fishermen's wharf, 241 feet (73<sup>m</sup>5) long, extends southward from the main pier, 850 feet (259<sup>m</sup>0) from the outer end. There are depths of about 7 feet (2<sup>m</sup>1) alongside. There is a large fish plant belonging to the United Fisheries Co., on the wharf.

Southward of Fishermen's wharf is a marine railway and a ship-building yard, which builds draggers and wooden craft.

**Light.**—A light is exhibited, at an elevation of 33 feet (10<sup>m</sup>1), from the outer end of the above Government pier".

**Page 352.**—Line 16: *Add* "There is a clearance of about 15 feet (4<sup>m</sup>6) under the bridge, when in a closed position".

Line 30: *For* "1,692 in 1951" *read* "2,194 in 1956".

**Page 353.**—Line 2: *For* "a convent" *read* "the Ross Sanitorium".

Line 5: *Delete* "There is" to end of sentence.

Lines 17-18: *Delete* "and a regular" to end of sentence.

Lines 19-25: *Delete*.

Line 37: *For* "eastward" *read* "southeastward".

Line 46: *For* "aluminum-painted" *read* "red and white".

**Page 354.**—Lines 11-12: *Delete*.

**Page 356.**—*After* line 15 *add*: "A light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from the outer end of the above wharf."

Line 20: *Delete* and *substitute*: "Chart 1229".

Lines 21, 23, 32, 45, and 46: *For* "Fox River" *read* "Rivière-au-Renard".

Lines 22 and 35: *For* "Fox River Bay" *read* "Anse de la Rivière-au-Renard (Fox River Bay)".

Line 28: *For* "1¼ cables to a depth of 25 feet (7<sup>m</sup>6)" *read* "1,054 feet (321<sup>m</sup>3) to a depth of 20½ feet (6<sup>m</sup>2)".

Lines 30-31: *Delete* "In the spring of 1943" to end of sentence.

*After* line 34 *add*:—"A training pier, 402 feet (122<sup>m</sup>5) in length, extends from the southern entrance point to Fox River, 100 feet (30<sup>m</sup>5) northward from the above breakwater".

*After* line 40 *add*:—"Radio station.—A marine radio and Lloyds reporting station is maintained at Rivière-au-Renard".

Line 42: *For* "7" *read* "5".

**Page 357.**—Lines 2, 5, 6, and 10: *For* “Little Fox River” *read* “Petite-Rivière-au-Renard”.

Line 11: *Delete* “721 feet” to end of paragraph and *substitute*: “619 feet (188<sup>m</sup>7) long and 30 feet (9<sup>m</sup>1) wide. There is a depth of 8 feet (2<sup>m</sup>4) at the outer end”.

Line 16: *Delete* “Serpent Point (St. Maurice de l’Echourie,” and *substitute*: “**Cap Serpent**”.

Lines 18, 23: *For* “Serpent Point *read* “L’Echourie”.

*After* line 22 *add*: “**Light.**—A light is exhibited, at an elevation of 25 feet (7<sup>m</sup>6), from a skeleton tower situated on the outer end of the wharf at L’Echourie”.

Lines 25, 46: *For* “Serpent Point” *read* “Cap Serpent”.

Lines 33-36: *Delete* and *substitute*: “**Leading lights.**—Leading lights are shown at L’Echourie. The lights in line, bearing 285½°, lead to the wharf.

Lines 40-45: *Delete* and *substitute*:—“At L’Anse-à-Valleau two breakwaters, 480 feet and 356 feet (146<sup>m</sup>3 and 108<sup>m</sup>5) long respectively, form a small fishing harbour, the entrance to which is 50 feet (15<sup>m</sup>2) wide and 8 feet (2<sup>m</sup>4) deep.

**Leading lights.**—Leading lights are shown at L’Anse-à-Valleau. The front light is exhibited, at an elevation of 25 feet (7<sup>m</sup>6), from a mast, situated at the outer end of the northern breakwater; the rear light is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from a similar structure, 280 feet (85<sup>m</sup>3) from the front light. The lights, in line bearing 255°, lead in deep water to the harbour entrance”.

**Page 358.**—Line 2: *Delete* “Signal and Radio station”.

Lines 6-7: *Delete*.

Line 8: *Delete* “The Great Pond (Grand Etang)” and *substitute* “**Grand Etang**”.

**Page 359.**—Line 22: *For* “39.5 feet (12<sup>m</sup>0)” *read* “36 feet (11<sup>m</sup>0)”.

Line 32: *For* “21 and 27 feet (6<sup>m</sup>4 and 8<sup>m</sup>2)” *read* “23 and 32 feet (7<sup>m</sup>0 and 9<sup>m</sup>8)”.

Line 33: *For* “188°” *read* “191°”.

**Page 361.**—Lines 33-34: *Delete* “A conspicuous” to end of sentence.

*After* line 26 *insert*: “Chart 1230”.

Lines 41-42: *Delete*.

Line 43: *Delete* and *substitute*:—“At **Pointe Sèche** the eastern entrance point to Mont-Louis Bay, there is a wharf, 403 feet (122<sup>m</sup>8) long, with an approach 1,337 feet (407<sup>m</sup>5) in length and a depth of 30 feet (9<sup>m</sup>1) in the berth alongside. Two large aluminum-coloured oil tanks are situated on the point”.

Line 46: *For* “24 and 36 feet (7<sup>m</sup>3 and 11<sup>m</sup>0) *read* “25 and 41 feet (7<sup>m</sup>6 and 12<sup>m</sup>5)”.

Line 47: *For* “masts” *read* “skeleton towers”.



**Page 362.**—After line 19 insert: "A wharf 144 feet (43<sup>m</sup>9) long, extends in a northerly direction from shore, with a depth of 10 feet (3<sup>m</sup>0) along the northern face".

Lines 20-22: *Delete and substitute: "Leading lights.*—Leading lights are shown at Rivière à Claude. In line, bearing 167½°, they lead in to the wharf".

Line 38: *For* "366 feet (111<sup>m</sup>6)" *read* "765 feet (233<sup>m</sup>1)" *For* "5 feet (1<sup>m</sup>5)" *read* "10 feet (3<sup>m</sup>0)".

Lines 47-48: *Delete* "28 feet" *to* "base" and *substitute* "34 feet (10<sup>m</sup>4) from a pole".

**Page 364.**—Line 18: *After* "St. Joachim" *insert* "There is a breakwater here, 767 feet (233<sup>m</sup>8) long, with a depth of 4½ feet (1<sup>m</sup>3) at the outer end".

*After* line 22 *insert: "Chart 1230"*.

Line 24: *For* "mile long" *read* "mile wide".

**Page 365.**—Line 14: *For* "Dalibaire" *read* "Les Méchins".

Line 19: *After* "side" *add* "In 1960, it was in a state of disrepair".

**Page 367.**—Line 37: *Delete and substitute: "Chart 1230"*.

Line 42: *For* "Dalibaire" *read* "Les Méchins".

Lines 47-48: *Delete* "28 feet" to end of sentence and *substitute: "32 feet (9<sup>m</sup>8), from a square, skeleton tower, with a red lantern, on the outer end of the wharf at Les Méchins"*.

**Page 368.**—Line 5: *Delete* "and also a mill".

Line 42: *Delete and substitute: "Chart 1230"*.

**Page 369.**—Line 1: *Delete and substitute: "Chart 1230"*.

Line 6: *For* "18 feet (5<sup>m</sup>5)" *read* "23 feet (7<sup>m</sup>0)".

*After* line 9 *insert: "A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a pole on the northeast corner of the west breakwater"*.

Lines 16-18: *Delete and substitute: "Depths.*—Owing to continual silting the depths in Matane Harbour are constantly changing, but are reported to be maintained by dredging as follows: Approach channel, 9 feet (2<sup>m</sup>7); Government wharf, 16 feet (4<sup>m</sup>9); Turning basin, 11 feet (3<sup>m</sup>4); Hammermill Paper Co. wharf, 9 feet (2<sup>m</sup>7); West Basin, 9 feet (2<sup>m</sup>7). During the winter, the channel at the bar usually fills to a depth of 5 feet (1<sup>m</sup>5).

**Wharves.**—On the west side of the harbour is a Government wharf 1½ cables in length. West of the Government wharf is West Basin, formed by an irregular-shaped pier extending from the Government wharf. There are berths along its whole length. On the east side of the harbour is the Hammermill Paper Co. wharf, 300 feet (91<sup>m</sup>4) in length."

**Buoyage.**—A black light-and-bell-buoy, showing a *flashing white* light and fitted with a radar reflector, is moored off the seaward end

of the approach channel. Red and black spar buoys mark the channel to the breakwaters”.

Lines 49-51: *Delete* and *substitute*: “**Conspicuous towers.**—A conspicuous radio tower, 230 feet (70<sup>m</sup>1) high, marked by obstruction lights is situated about 1.7 miles eastward of Matane breakwaters.

A conspicuous television tower, 1,250 feet (381<sup>m</sup>0) high, marked by obstruction lights, is situated about 7 miles east-southeastward of Matane”.

**Page 370.**—Lines 23-25: *Delete* “1½ cables” to end of paragraph and *substitute*: “irregular in shape, 586 feet (178<sup>m</sup>6) long, with a depth of 13 feet (4<sup>m</sup>0) at the outer end”.

**Page 372.**—Line 6: *For* “1½ cables” *read* “802 feet (243<sup>m</sup>9)”.

*After* line 8 *insert*: “**Radio station.**—There is a radio station at Mont Joli”.

**Page 375.**—Line 27: *For* “Thunder River Village” *read* “The village of Rivière au Tonnerre”.

*After* line 31 *insert*: “There is a landing wharf, 130 feet (39<sup>m</sup>6) long, with a least depth of about 8 feet (2<sup>m</sup>4) alongside, on the north-west side of the harbour. There is a fish warehouse and a cold storage plant at the wharf”.

Line 32: *Delete*.

Line 33: *After* “wharf” *add* “6 cables eastward of the harbour”.

Lines 42-46: *Delete* “51 feet” to “harbour”. in line 46 and *substitute*: “47 feet (14<sup>m</sup>3), from a skeleton tower with a white diamond-shaped daymark; the rear light is shown, at an elevation of 70 feet (21<sup>m</sup>3), from a skeleton tower with a white, square daymark, 393 feet (119<sup>m</sup>8), 356° from the front light”.

**Page 376.**—Lines 31-36: *Delete*.

**Page 378.**—Lines 17-19: *Delete*.

Line 49: *For* “49 feet (28<sup>m</sup>7)” *read* “124 feet (37<sup>m</sup>8”.

*After* line 53 *add*: “**Radio station.**—The Seven Islands radio station is located west of the entrance to the Moisie River”.

**Page 380.**—Line 20: *For* “three” *read* “two”.

Line 21: *Delete* “two”.

Lines 38-39: *For* “square structure with a red horizontal band” *read* “white, octagonal tower”.

**Page 381.**—*After* line 5 *add*: “**Light.**—A light is exhibited, at an elevation of 47 feet (14<sup>m</sup>3), from a post surmounted by a red lantern, situated on the western islet of West Rocks”.

Line 51: *After* “freight shed” *add*: “and a bulk cement handling plant”.

**Page 382.**—*After line 6 insert:* “A Government pier, with a large freight shed on the outer end, is situated a few cables north-westward of the ore dock. It is about 900 feet (274<sup>m</sup>3) long, with a width at the face of 180 feet (54<sup>m</sup>9). There is reported to be a depth of 24 feet (7<sup>m</sup>3) alongside the northern side of the pier. Fresh water and oil lines are laid on to the pier.

*After line 9 add:* “**Ore dock information.**—The southeast portion of the ore dock, 800 feet (243<sup>m</sup>8) long, is the loading dock. Adjoining it is the mooring dock, also 800 feet (243<sup>m</sup>8) long. Ore is loaded by means of two travelling boom conveyers, with a total average capacity of 8,000 long tons per hour. Vessels should report their E.T.A. to the Ore Company, via Seven Islands Radio, 72 hours, 48 hours, and 24 hours before arrival, including in the latter the probable ballast pumping time required on arrival. The first E.T.A. should include tonnage of cargo required.

Vessels should request docking instructions four hours before arrival, and should anchor at least one mile off the ore dock.

Most supplies are available and there is fresh water laid on to the dock.

Tugs and pilots are compulsory for docking, shifting, and leaving the dock. The Customs and agency office is situated on the north end of the dock”.

Line 18: *After* “end of the” *insert* “northern”.

Line 24: *For* “one cable” *read* “two cables”.

Lines 25-28: *Delete* “1953” to “(3<sup>m</sup>4 to 7<sup>m</sup>0)” and *substitute*:—“1957, the berth on the south side, 400 feet (121<sup>m</sup>9) long and 70 feet (21<sup>m</sup>3) wide, was dredged to a depth of 20 to 25 feet (6<sup>m</sup>1 to 7<sup>m</sup>6), and the berth on the north side 300 feet (91<sup>m</sup>4) long and 70 feet (21<sup>m</sup>3) wide, to a depth of from 19 to 23 feet (5<sup>m</sup>8 to 7<sup>m</sup>0)”.

**Page 385.**—*After line 10 insert:* “*Chart 1212.*

About 2 miles westward of Marguerite Point is **Port Cartier**. The Quebec Cartier Mining Company have a mill, concentrator, and dock under construction, which will be completed in 1961.

A temporary pier at Port Cartier is 400 feet (121<sup>m</sup>9) long on the east side and 275 feet (83<sup>m</sup>8) on the west side. The berth on the east side 350 feet (106<sup>m</sup>7) long is reported to have a depth of 25 feet (7<sup>m</sup>6). Heavy lift cranes are available for lifts up to 60 tons at a 25-foot radius.

The port is open the year round and pilots are available. Fresh water is supplied in emergencies only and minor repairs can be undertaken”.

Line 11: *For* “1212” *read* “1217”.

Line 12: *For* “Rock River” *read* “Rivière aux Rochers”.

Line 15: *For* “company” *read* “Quebec North Shore Paper Co.”

Lines 16-17: *Delete* “In 1944” to end of sentence and *substitute*: “Owing to continuous silting, the depths at the wharf cannot be relied upon. The area is periodically dredged to a depth of 16 feet (4<sup>m</sup>9).



Mariners are cautioned to ascertain the prevailing depth before entering".

Line 37: *For* "102 feet (31<sup>m</sup>1)" *read* "148 feet (45<sup>m</sup>1)".

Line 38: *For* "a white, square building" *read* "an octagonal tower".

**Page 386.**—Line 1: *For* "1212" *read* "1217".

**Page 387.**—Line 1: *Delete and substitute:* "Charts 1213, 1217".

Line 21: *Add* "The wharf and pier are used by the International Paper Company for shipping pulpwood".

Line 22: *Delete and substitute:* "In 1956, there was a least depth of 14½ feet (4<sup>m</sup>5) in the approach to the wharf".

Line 31: *For* "can" *read* "spar".

Line 33: *Delete.*

Lines 43, 46 and 47: *For* "English Point" *read* "Pointe-aux-Anglais".

Line 49 *add:* "In 1960, it was in ruins".

**Page 388.**—Line 1: *Add* "1217".

Lines 2, 6, 11, and 26: *For* "English Point" *read* "Pointe-aux-Anglais".

Line 20: *For* "74 feet (22<sup>m</sup>6)" *read* "64 feet (19<sup>m</sup>5)".

**Page 389.**—Line 1: *Add* "1217".

Lines 4 and 5: *For* "English Point" *read* "Pointe-aux-Anglais".

Line 41: *For* "Trinity East" *read* "Baie-Trinité-Est".

Line 42: *After* "mill" *insert* "operated by the St. Lawrence Paper Corporation".

Lines 43 and 45: *For* "Trinity West" *read* "Baie-Trinité-Ouest".

*After* line 46 *add:* "Leading lights are shown at Baie-Trinité-Est".

**Page 392.**—Line 9: *Add* "A large addition to the present wharf was under construction in 1960".

Lines 10-12: *Delete.*

Line 14: *Delete* "Radio and reporting station.—"

Lines 21-23: *Delete.*

Lines 30-51: *Delete.*

**Page 393.**—Lines 2-40: *Delete.*

**Page 394.**—Line 5: *For* "1951 was 11,565" *read* "1956 was 14,630".

Line 13: *Delete.*

Lines 8-9: *Delete* "Much lumber" to end of sentence.

Lines 9-10: *Delete* "and large" to end of sentence.

Line 31: *For* "on" *read* "or".

Line 34: *For* "14 feet (4<sup>m</sup>3)" *read* "16 feet (4<sup>m</sup>9)".

Line 35: *For* "12 feet (3<sup>m</sup>7)" *read* "22 feet (6<sup>m</sup>7)".

Line 36: *For* "8 feet (2<sup>m</sup>4)" *read* "14 feet (4<sup>m</sup>3)".

Line 38: *For* "14 feet (4<sup>m</sup>3)" *read* "23 feet (7<sup>m</sup>0)" *Add*: "There is an oil pipe line on the west wharf".

Lines 39-41: *For* "13 feet (4<sup>m</sup>0)" *read* "16 feet (4<sup>m</sup>9)".

Line 42: *For* "1955" *read* "1958".

Lines 48-49: *For* "37 feet (11<sup>m</sup>3)" *read* "34 feet (10<sup>m</sup>4)".

Line 49: *For* "skeleton tower" *read* "red and white post."

**Page 395.**—*After* line 24 *add*: "**Radio tower.**—A conspicuous radio tower, marked by obstruction lights, is located about 1½ miles westward of Rimouski'.

Line 26: *For* "29B" *read* "27½B".

*After* line 28 *insert*: "A red light-buoy, 28B, showing a *flashing red* light, is moored about 8 cables northward of the outer end of Rimouski Wharf east pier".

**Page 400.**—Line 4: *For* "1,215 feet (370<sup>m</sup>3)" *read* "1,129 feet (344<sup>m</sup>1)".

*After* line 6 *insert*: "**Television tower.**—A conspicuous television tower, surmounted by an obstruction light, is located at the top of Bic Hill".

**Page 401.**—Lines 48-50: *Delete* "The former" to end of sentence and *substitute*:—"The former extends 690 feet (210<sup>m</sup>3) in a north-westerly direction, thence 140 feet (42<sup>m</sup>7) southwestward and 110 feet (33<sup>m</sup>5) southeastward. There is a small slip at the southeastern extremity of the wharf. The northeastern arm is 290 feet (88<sup>m</sup>4) in length".

**Page 405.**—*After* line 16 *insert*: "A light is exhibited, at an elevation of 50 feet (15<sup>m</sup>2), from a lantern on a post on the northeast end of Green Island".

Lines 25-26: *Delete* "111 feet (43<sup>m</sup>9 and 33<sup>m</sup>8)" and *substitute*: "213 feet (43<sup>m</sup>9 and 64<sup>m</sup>9)".

Line 26: *For* "are two one-ton derricks" *read* "is a one-ton derrick".

Line 27: *Add* "It is dry at low water".

**Page 406.**—Line 32: *After* "36B" *add* "fitted with a radar reflector".

**Page 409.**—Line 29: *For* "chapel" *read* "church".

Line 32: *After* "wharf" *insert* "belonging to the St. Regis Paper Co., and *for* "18½ feet (5<sup>m</sup>6)" *read* "11 feet (3<sup>m</sup>4)".

Lines 35-36: *Delete* "300 feet" to end of sentence and *substitute*: "225 feet (68<sup>m</sup>6) on the northern side, is a least depth of 14½ feet (4<sup>m</sup>4)".

*After* line 36 *add*: "**Light-buoy.**—A red light-buoy, fitted with a radar reflector, and showing a *flashing red* light, is moored about one mile southward of Godbout River entrance".

**Page 410.**—Lines 4-6: *Delete* “A vessel may” to end of sentence.

Line 40: *Add* “A highway bridge crosses the river near its mouth”.

**Page 411.**—*After* line 5 *add*: “There is a conspicuous church with an aluminum-coloured dome, and nine aluminum-coloured oil tanks at Franquelin”.

**Page 411.**—Line 24: *For* “1220” *read* “1217”.

Lines 32-34: *Delete* “the manoir” to end of sentence and *substitute*: “the aluminum plant and grain elevator”.

Line 38: *Add* “There is a daily bus service to Quebec City and ferry service to Rimouski. An airport, 5 miles westward of the town, has frequent flights to Quebec City, Mont Joli, and Seven Islands”.

Lines 40-47: *Delete*: “423 feet” to end of paragraph and *substitute*: “458 feet (139<sup>m</sup>6) northward. There is a spur wharf extending 431 feet (131<sup>m</sup>3) northward on the north side of the main wharf. There is a freight shed and waiting room on the spur wharf. In 1960, there was reported to be a depth of 29 feet (8<sup>m</sup>8) at all berths. On the outer end of the main wharf is the office of the Quebec North Shore Paper Co., and a 50-ton fixed derrick. There are railway tracks, fresh water and light and power laid on to the main wharf.

Two miles northward of the town, at **Anse du Moulin**, is the smelter plant of the Canadian British Aluminum Company. The wharves in Anse du Moulin consist of an approach jetty called No. 1 berth, 537 feet (163<sup>m</sup>7) long. Berth No. 2, 587 feet (178<sup>m</sup>9) long, is a continuation of Berth No. 1 and is used for loading. It is equipped with electric 5-ton cranes. Northward of Berth No. 2, in the slip, is Berth No. 3, 551 feet (168<sup>m</sup>1) long, used for discharging, and is equipped with pneumatic unloaders.

There is a 100-ton stiff-leg derrick on Berth No. 1.

There is a depth of 30 feet (9<sup>m</sup>1) at all the above berths. Fresh water is laid on to the wharves.

Close northward of Anse du Moulin is the Cargill Grain Terminal, consisting of two piers, an 8½ million bushel elevator, and four grain storage tanks. The eastern pier, 696 feet (212<sup>m</sup>4) long is a breakwater-wharf; the western side being used for discharging grain at a rate of 60,000 bushels per hour. The western pier lies 225 feet (68<sup>m</sup>6) westward of the above pier. It is 585 feet (178<sup>m</sup>3) long, and berths ships on both sides for loading. Oil fuel pipe lines are laid on to the piers and also fresh water.

There is a depth of 29 feet (8<sup>m</sup>8) alongside the eastern pier, and 37 feet (11<sup>m</sup>3) alongside the western.

Close northwestward of the Cargill Terminal is the mouth of a small stream, **Rivière des Anglais**. A causeway has been built across the mouth and the land inside re-claimed and used as a site for oil tanks”.



**Page 412.**—For “1220” read “1217”.

After line 9 insert: “Leading lights are shown at Anse du Moulin. In line bearing 255°, they lead in to the Canadian British Aluminum Co. wharves. A fog signal is sounded when required. The lights and fog signal are privately maintained.

Two sets of leading lights are privately maintained by the Cargill Company. The first set, in line bearing 312°, lead toward the head of the bay; the second set, bearing 239°, lead in to the Cargill Terminal.”

Line 10: Delete “**Light-and-bell-buoy**” and substitute: “**Buoyage**”.

After line 12 insert: “A black can buoy is moored one cable eastward of the outer end of the Aluminum Co. wharf at Anse du Moulin, and a red light-buoy, showing a *flashing red* light, about 1½ cables north-northeastward of the same point.

A red light-buoy, showing a *flashing red* light, marks the edge of shoal water northward of the Cargill west pier”.

**Page 412.**—Line 25: Delete “A boat can approach to them” and substitute: “A power dam, developing 225,000 H.P. is situated at the lower end of the island close below the falls”.

**Page 413.**—After line 5 add: “Submerged power cables lead from the peninsula to Métis sur Mer on the south side of the St. Lawrence”.

Lines 43-44: Delete “The Quebec” to end of sentence.

Line 47: For “8 feet (2<sup>m</sup>4)” read “12 feet (3<sup>m</sup>7)”.

**Page 414.**—Line 3: After “structures with” insert “red and white”.

After line 10 add: “A pair of beacons, with white, square daymarks, in line bearing 341°, lead through the channel abreast Ile de la Mine”.

Line 20: Delete “from which schooners” and substitute: “belonging to the Donnaconna Paper Co., from which small craft”.

Lines 39, 40 and 42: For “Betsiamites” read “Bersimis”.

**Page 415.**—Lines 12, 19, 25, 29, 33, and 44: For “Betsiamites” read “Bersimis”.

After line 18 add: “**Betsiamites Village** is situated around the small bay at the northern entrance, formed by a small peninsula extending from the northern entrance point”.

Lines 35-39: Delete and substitute: **Wharves.**—A highway bridge crosses the Bersimis River about 3½ miles above Bersimis Point. A small wharve, at which pulpwood is loaded, is situated on each side of the river close below the bridge”.

**Page 416.**—After line 13 add: “A diamond-shaped daymark, painted fire orange, is situated behind the above light”.

**Page 417.**—Line 1: *For* "1221" *read* "1217".

Line 4 *add*: "Forestville has daily bus service to Quebec City and Baie Comeau, an airstrip, several hotels and a limited supply of stores".

Line 6: *For* "The" *read* "A buoyed".

Lines 7-8: *For* "15 feet (4<sup>m</sup>7) in 1954" *read* "14 feet (4<sup>m</sup>3) in 1959".

*After* line 9 *add*: "To the northeastward of the landing wharf is the wharf of the Quebec Hydro, with a berthing length of about 570 feet (173<sup>m</sup>7). At the inner end of the wharf is a log pond with a flume leading to the public wharf. Northward of the wharves are a group of oil tanks".

Line 17: *Delete* "outer end" to end of sentence and *substitute*: "light westward of Rocky Point".

Line 32: *For* "336°" *read* "344½°".

Line 35: *For* "302°" *read* "297½°".

Line 45: *Add*: "There is a small wharf, used for loading pulp-wood, on the opposite side of the river".

**Page 419.**—Line 25: *After* "church" *add* "with a brown spire".

Lines 29-34: *Delete*.

Line 47: *Add* "A log flume leads on to the wharf from a log pond at the foot of the falls. A small wharf is situated close southward of the beacons on the northern entrance point to Rivière Mille Vaches".

**Page 420.**—Lines 18-20: *Delete*.

Line 37: *For* "a red granite structure with a steeple" *read* "a brown granite structure with a silver-coloured steeple".

Line 39: *Delete* "A small" to end of sentence.

Lines 41-45: *Delete* and *substitute*: "**Light-and-bell-buoy.**—A red light-and-bell-buoy, fitted with a radar reflector and showing a flashing red light, is moored about 1½ cables northeastward of the Government wharf at Les Escoumains".

Line 46: *After* "**Light**" *add* "**Fog signal.**—". *For* "40 feet (12<sup>m</sup>2)" *read* "30 feet (9<sup>m</sup>1)".

*After* line 47 *add*: "A fog signal, maintained by the Pilotage Service, is sounded near the light".

Line 51: *Add* "A log flume leads on to the wharf."

**Ferry.**—A passenger and automobile ferry plies between the Government wharf and Trois-Pistoles on the south shore of the river".

**Page 421.**—Lines 2-16: *Delete* and *substitute*: "**Pilotage.**—There is a temporary pilot station on the Government wharf at Les Escoumains, replacing the station at Father Point. When vessels are expected, the pilot vessel cruises about one mile offshore. Pilots embarked at Les Escoumains are relieved at Quebec City.

A permanent pilot station is under construction at **Basque Cove**, about 2 miles southward of Les Escoumains, and is scheduled for completion in 1961.

The master of every ship inward bound in the Gulf of St. Lawrence, and destined for a port west of Les Escoumains should report to Sept Iles radio station, VCK, by radiotelegraph or radiotelephone as soon as within range of this station, giving the name, destination, and the estimated time of arrival of his vessel at Les Escoumains. Early receipt of this information is necessary to ensure the availability of Pilots at Les Escoumains, and the accurate publication of the Signal Service bulletin. No charge is made for this report. Messages of this nature, addressed to Signal Service Stations for their information only, will be accepted free of charge by the following radio stations: Sept Iles (Seven Islands); Quebec; Three Rivers, and Montreal.

In addition, a vessel requiring a pilot should repeat this information, amended if necessary, to the Pilotage Officer, Les Escoumains, via Mont Joli radio station, VCF, when the vessel is approximately one hundred miles from Les Escoumains, or as soon as within range of radio station VCF. The full coast station rate is charged for this message".

Lines 34-36: *Delete and substitute: "Light.—Fog signal.—A light is exhibited, at an elevation of 146 feet (44<sup>m</sup>5), from a white, octagonal tower on Cap de Bon-Désir.*

*A fog signal is sounded near the light-tower".*

**Page 422.**—Line 4: *After "church" add "with a conspicuous aluminum-coloured spire".*

Lines 13-14: *Delete and substitute: Buoyage.—A red light-buoy, showing a flashing red light, and a red spar buoy mark the eastern side of the channel to the wharves".*

**Page 425.**—Line 20: *After "The" insert "red-coloured".*

Line 24: *After "Limited" add "red and white in colour".*

Line 33: *For "stage" read "truck".*

*After line 44 add: "Ferry.—A passenger and automobile ferry maintains a frequent service between Anse à l'Eau and the wharf at Anse-du-Portage", 5 cables west of Pointe Noire.*

**Fog signal.**—*There is a fog signal, privately maintained, on the wharf at Anse-du-Portage".*

**Page 426.**—Line 18: *For "91½" read "91".*

*After line 19 insert: "In 1960, a light-tower was under construction near the eastern end of Prince Shoal".*

Line 22: *For "No. 7" read "No. 4".*

**Page 427.**—Line 5: *For "white" read "fire orange with black vertical stripe".*

*After line 20 add: "Caution.—Vessels should proceed at slow speed between Tadoussac Bay and Anse à la Barque, to avoid damage to the ferry and shore installations".*

Line 48: *For "aluminum" read "white and red" and for "yellow" read "fire orange".*



**Page 430.**—Line 41: *Delete* “in 1947” to end of sentence and *substitute*: “in 1960, the limiting depth was 16 feet (4<sup>m</sup>9)”.

**Page 432.**—Line 5: *After* “red” *add* “and white”.

Lines 9-10: *Delete* “from a red” to “of the river” and *substitute*: “from a red and white skeleton tower at Passe-Pierre”.

Line 12: *For* “white” *read* “red and white”.

Line 32: *Add* “There is an overhead clearance of 170 feet (51<sup>m</sup>8) under the wires, and the towers are marked by obstruction lights”.

Line 47: *For* “22 feet (6<sup>m</sup>7)” *read* “35 feet (10<sup>m</sup>7)”.

Line 49: *For* “64 feet (19<sup>m</sup>5)” *read* “66 feet (20<sup>m</sup>1)”.

**Page 433.**—*After* line 4 *add*: “In 1960, an L-shaped Government wharf was under construction on the western side of the entrance to the Petit Saguenay River”.

**Page 434.**—Line 29: *Delete* “fairly”.

Line 31: *Add* “There is a sawmill about 4 cables south-south-westward of Pointe du Fort”.

Line 34: *Add* “It is fitted with a radar reflector”.

Lines 39-42: *Delete* and *substitute*: “**Wharf.**—The Government wharf is 833 feet (253<sup>m</sup>9) long, with a width of 43½ feet (13<sup>m</sup>2) at the face. There is a depth of 3 feet (0<sup>m</sup>9) at the outer end”.

Line 48: *For* “3,937 in 1951” *read* “7,968 in 1956”.

Lines 48-50: *Delete* “A privately owned” to “of the pier” and *substitute*: “A red crucifix, illuminated at night, with a white chapel close southward, is situated on the hill behind the wharves and is conspicuous.”

Ships stores, fuel and diesel oil are available, but no coal. Minor repairs can be undertaken.

**Wharves.**—The Consolidated Paper Company wharf, about one cable long, with a depth of 27 feet (8<sup>m</sup>2) alongside on the northern side, is used for discharging pulpwood.

Northward of the above wharf are the wharves of the Saguenay Terminals Ltd. The southern wharf being the combined Powell wharf (south side) and Old wharf (north side). Powell wharf is 1,138 feet (346<sup>m</sup>9) long, with a depth of 33 feet (10<sup>m</sup>1) alongside. A large transit shed covers the wharf. There are two 5-ton gantry cranes on the wharf, from which bulk alumina is loaded at a rate of 300 tons per hour.

The Old wharf is equipped with a conveyor belt for handling newsprint from a large storage shed near the head of the wharf. There is a depth of 32 feet (9<sup>m</sup>8) alongside the Old wharf.

Northward of Old wharf is the Duncan wharf, with a berthing length of 950 feet (289<sup>m</sup>5), with a depth of 32 feet (9<sup>m</sup>8) alongside on the south side. This wharf is used for unloading bulk cargoes of bauxite, coal, and salt. There are five discharging towers, with a total capacity of 1,500 tons per hour, on the wharf.

All wharves are fitted with oil pipe lines, fresh water, electricity and telephones, and have railroad connections.

Pilotage is compulsory, and tugs are considered necessary. Private berthing signals are displayed from the seaward end of the wharves. Vessels awaiting berths anchor off Anse à Philippe".

**Page 435.**—Lines 39-41: *Delete* and *substitute*: "In 1960, the Government wharf at the village was in ruins".

**Page 436.**—Line 8: *Delete* "See page 00".

Line 14: *After* "daymark" *add* "painted fire orange with a black vertical stripe".

Line 17: *Delete* "white enclosed upper part" and *substitute*: "fire orange enclosed upper part with a black vertical stripe".

Line 25: *Delete* "white, wooden slatwork" and *substitute*: "fire orange slatwork with a black vertical stripe".

Line 28: *Delete* "white, square slatwork daymark" and *substitute*: "fire orange square daymark with a black vertical stripe".

Line 36: *After* "daymark" *add* "painted fire orange with a black vertical stripe".

Line 39: *For* "white" *read* "fire orange with a black vertical stripe".

Line 46: *For* "a white, square wooden tower" *read* "an aluminum-coloured square, skeleton tower".

*After* line 49 *add*: "Both the above lights are fitted with diamond-shaped daymarks painted fire orange with a black vertical stripe".

**Page 437.**—*After* line 6 *add*: "Both the above lights are fitted with fire orange daymarks with a black vertical stripe".

Lines 10-12: *Delete* "35 feet" *to* "yardarm" and *substitute*: "40 feet (12<sup>m</sup>2) high, is shown from an aluminum-coloured post with a shelter at the base".

*After* lines 16 and 25 *add*: "Both the above lights are fitted with diamond-shaped daymarks painted fire orange with a black vertical stripe".

Line 36: *For* "red conical buoy" *read* "red light-buoy, showing a flashing red light".

**Page 438.**—Line 5: *For* "17-SA" *read* "17½S".

Line 20: *Delete* "No. 24-SA.-Red conical buoy" and *substitute*: "No. 24½S.-Red light-buoy, showing a flashing red light".

Line 22: *For* "Black can buoy" *read* "Black light-buoy, showing a flashing white light,".

Line 26: *For* "24-SA" *read* "24½S".

*After* line 35 *add*: "**Oil mooring berths.**—On the south side of the channel, off Pointe L'Ilet, is the oil mooring berth of the British Petroleum Co. It is marked by three light-buoys, showing *quick-flashing blue* lights, and has four yellow mooring buoys. An oil pipe line runs to the tanks on shore.

About 8 cables southwestward of Pointe L'Islet is a similar oil mooring berth of the Imperial Oil Co. It is marked by two light-buoys, showing *flashing white* lights, and mooring buoys.

About 4 cables southwestward of the Imperial Oil Co. berth is a crib marking the oil discharging berth of the Irving Oil Co.”.

Line 45: *For* “1951 was 23,216” *read* “1956 was 24,878”.

**Page 439.**—Line 11: *After* “freight” *insert* “The Chicoutimi Yacht Club is situated at the east end of this wharf”.

Line 12: *For* “19 feet (5<sup>m</sup>8)” *read* “27 feet (8<sup>m</sup>2)”.

Line 14: *For* “22 feet (6<sup>m</sup>7)” *read* “27 feet (8<sup>m</sup>2)”.

**Page 441.**—Line 8: *For* “1951” *read* “1959”.

Line 27: *For* “aluminum” *read* “red and white”.

Line 40: *For* “Tadoussac” *read* “St. Simeon”.

Line 47: *For* “9,425 in 1951” *read* “9,964 in 1956”.

**Page 445.**—Line 12: *For* “23 feet (7<sup>m</sup>0) from a pole” *read* “35 feet (10<sup>m</sup>7), from a skeleton tower with a red lantern situated”.

**Page 446.**—Line 8: *Delete*.

Line 33: *For* “52½” *read* “51½”.

**Page 448.**—Line 22: *Delete* “and sawmill”.

Line 27: *Add* “A second wharf, from which pulpwood is shipped, is situated close southward of the above wharf”.

*After* line 34 *add*: “**Ferry.**—A car and passenger ferry plies from St. Simeon to Rivière-du-Loup”.

**Page 449.**—Line 7: *For* “square” *read* “octagonal”.

Lines 13-14: *Delete* “There is” to end of sentence.

**Page 450.**—Lines 16-18: *Delete* “A large sawmill” to end of sentence.

Line 30: *Delete* “B”.

Lines 37-44: *Delete and substitute*: “**Wharf.**—The Government wharf at Pointe au Pic is irregular in shape. The northeastern side is 444 feet (135<sup>m</sup>3) long, with a shed on the outer end. Projecting southward from the above portion is a wharf 514 feet (156<sup>m</sup>7) long, with a depth of about 17 feet (5<sup>m</sup>2) alongside. There is a large freight shed on this part of the wharf. Railroad tracks, fresh water, and electric light and power are laid on to the wharf. There is a 20-ton sheer legs on the southern end of the wharf”.

**Page 451.**—Line 23: *Add*: “as is a crucifix, illuminated at night, situated on a hill at the north entrance point of the river”.

Lines 24-27: *Delete* “There are” to “of lumber”.

*After* line 31 *add*: “A breakwater, 700 feet (213<sup>m</sup>4) in length, extends from shore close northward of the wharf forming a basin that dries at low water”.

**Page 452.**—Line 9: *After* “beacons” *add* “painted fire orange”.

Line 21: *For* “37 feet (11<sup>m</sup>3) *read* “50 feet (15<sup>m</sup>2)”.

**Page 454.**—Line 3: *After* “structure” *add* “with vertical orange stripes on the north and east sides”.



**Page 461.**—Lines 14-15: *Delete* and *substitute*: "In 1960, the limiting depth in this channel was reported to be 17 feet (5<sup>m</sup>2), in the channel at Beaujeu West Narrows, at low water".

**Page 462.**—Line 39: *For* "aluminum" *read* "red and white".

**Page 465.**—Line 27: *For* "20 feet (6<sup>m</sup>1)" *read* "24 feet (7<sup>m</sup>3)".

**Page 466.**—Line 11: *After* "56B" *insert* "equipped with a radar reflector and".

**Page 469.**—Line 32: *After* "wharf" *add* "in 1960, it was in ruins".

Lines 33-34: *Delete* "It is" to end of sentence and *substitute*: "It is a cable long, provided with a slip, and has a depth of 4 feet (1<sup>m</sup>2) at the outer face".

**Page 470.**—Lines 3-4: *Delete* "have a depth" to end of paragraph and *substitute*: "had a reported depth of 17 feet (5<sup>m</sup>2), in 1960".

**Page 472.**—Lines 20-22: *Delete* "There is a" to "Quebec".

*After* line 26 *insert*: "**Light.**—A light is exhibited, at an elevation of 32 feet (9<sup>m</sup>8), from a pole on the outer end of Pointe Verte wharf".

**Page 474.**—Lines 15-17: *Delete* "As these piers" to end of paragraph and *substitute*: "These piers are submerged at high water".

*After* line 19 *add*: "Chart 1321".

Line 20: *For* "9,643 inhabitants in 1951" *read* "10,255 inhabitants in 1956".

*After* line 27 *insert*: "**Repair facilities.**—For dry docks, repair facilities, and tugs, *see* page 496".

**Page 475.**—Line 29 *add*: "In 1960, it was reported that the channel had silted to less than 25 feet (7<sup>m</sup>6)".

**Page 476.**—Line 30 *add*: "The southeastern wharf has been abandoned".

**Page 478.**—Lines 17-19: *Delete*.

Lines 24-25: *Delete* "35 feet" to "mast" and *substitute*: "37 feet (11<sup>m</sup>3), from a skeleton tower with a red lantern".

*After* line 25 *add*: "**Measured mile.**—White beacons indicating a measured mile are situated at St. Francois".

**Page 479.**—Lines 4-5: *Delete* "A local steamer" to end of sentence.

Line 30: *For* "Ste. Pétronille" *read* "Beaulieu".

Line 33-34: *Delete* "49 feet" to end of sentence and *substitute*: "53 feet (16<sup>m</sup>2), from a skeleton tower on the wharf at Beaulieu".

**Page 481.**—Line 33: *After* “high water” *add* “and conspicuous”  
 Line 42: *Delete* “The Canada” to end of sentence and *substitute*:  
 “An automobile and passenger ferry plies between this wharf and  
 Pointe de Roche wharf, Ile aux Coudres”.

**Page 482.**—Line 13: *For* “white” *read* “fire orange with a black vertical stripe”.

Line 29: *After* “on it” *insert* “This peninsula contains several religious buildings and a church”.

Line 31: *For* “two spires” *read* “a spire and a cupola”.

Line 42: *For* “diamond-shaped” *read* “square”.

Line 46: *For* “barrel beacon on poles” *read* “skeleton tower”.

**Page 483.**—Line 42: *For* “diamond-shaped daymark” *read* “square daymark with a red vertical stripe”.

**Page 484.**—Lines 7-8: *Delete* “mast” to “base” and “*substitute*: “post with a red lantern and fire orange coloured daymark”.

Line 12: *For* “**Light-buoy**” *read* “**Light-buoys**”.

Line 13: *For* “southeast” *read* “south”.

*After* line 13 *add*: “A black light-buoy, No. 109B, showing a *flashing white* light and fitted with a radar reflector, is moored close westward of a 5-fathom (9<sup>m</sup>1) spot at the northeastern extremity of Brulé Bank”.

Line 43: *After* “distance” *insert* “A conspicuous white hotel is situated at the east end of the island”.

**Page 485.**—Line 51: *For* “25 feet (7<sup>m</sup>6)” *read* “20 feet (6<sup>m</sup>1)”.  
*Delete* “Off the southwest” and *substitute*: “A ferry plies to Cap St.-Joseph from this wharf”.

**Page 486.**—Lines 2-4: *Delete*.

**Page 487.**—Lines 19-21: *Delete* and *substitute*: “A black light-buoy, No. 109<sup>1</sup>/<sub>2</sub>B, showing a *flashing white* light, is moored near the western edge of a bank about 8 cables south-southwestward from Brulé Bank front leading light”.

**Page 488.**—Line 5: *For* “white” *read* “fire orange”.

**Page 489.**—Lines 20-22: *Delete* “square building” to end of paragraph and *substitute*: “skeleton tower with a white daymark; the rear light is exhibited, at an elevation of 122 feet (37<sup>m</sup>2), from a similar stricture, 4<sup>1</sup>/<sub>4</sub> cables, 227<sup>1</sup>/<sub>2</sub>° from the front light”.

*After* line 29 *add*: “A red light-buoy, No. 122B, showing a *flashing red* light, and marking the northern side of the approach to Orleans Channel, is moored off the southern edge of Séminaire Spit”.

*After* line 47 *add*: “The village of **Beaupré** is situated at the mouth of the Ste. Anne River”.

*After* line 50 *add*: “The Ste. Anne Paper Company have a large mill near the eastern entrance point of the Ste. Anne River. It has



a conspicuous chimney and water tower. Close eastward of the wharf is a large pier (under construction in 1960), with a log storage area on its western side".

**Page 490.**—Line 25: *For "can" read "light-".*

Line 29: *Delete "white square building with a red roof" and substitute: "skeleton tower, painted aluminum, with a white diamond-shaped daymark".*

Lines 43-46: *Delete "20 feet" to "similar building" and substitute: "33 feet (10<sup>m</sup>1), from an aluminum-coloured skeleton tower with a white diamond-shaped daymark, 1½ miles westward of the church; the rear light is exhibited, at an elevation of 44 feet (13<sup>m</sup>4), from a similar structure".*

**Page 491.**—Line 17: *For "St. Gregoire" read "Montmorency".*

*After line 23 add: "Pier.—About 8 cables southwestward of Montmorency is the plant of the St. Lawrence Cement Company. In 1960, a pier about 9 cables long was under construction at the plant".*

Lines 31-32: *Delete.*

**Page 493.**—Line 6: *For "2B" read "142B".*

Line 9: *For "white" read "red and white".*

Line 12: *For "aluminum" read "red and white".*

Line 13: *Add "Both lights are fitted with rectangular daymarks painted fire orange."*

Line 28: *For "Ste. Anne" read "Samson".*

**Page 494.**—Line 18: *For "164,016 in 1951" read "170,703 in 1956".*

**Page 496.**—Line 33: *For "2,000 tons" read "2,500 tons".*

Lines 37-40: *Delete.*

Lines 45-47: *Delete "The Quebec" to end of sentence.*